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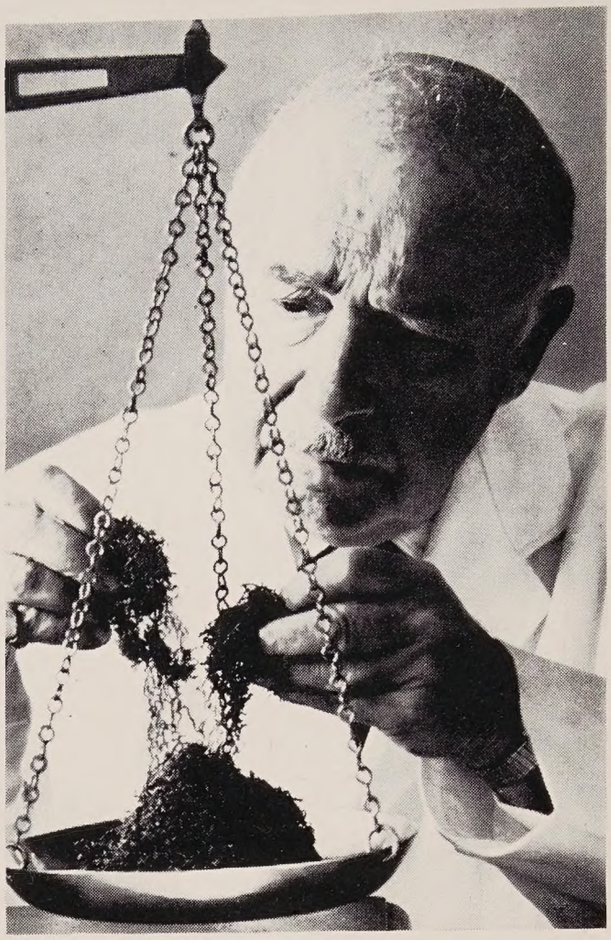

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Adventurous Railroading and Rail Hobbies—Founded 1906

VOL. 91, No. 4 AUGUST, 1972 75 CENTS

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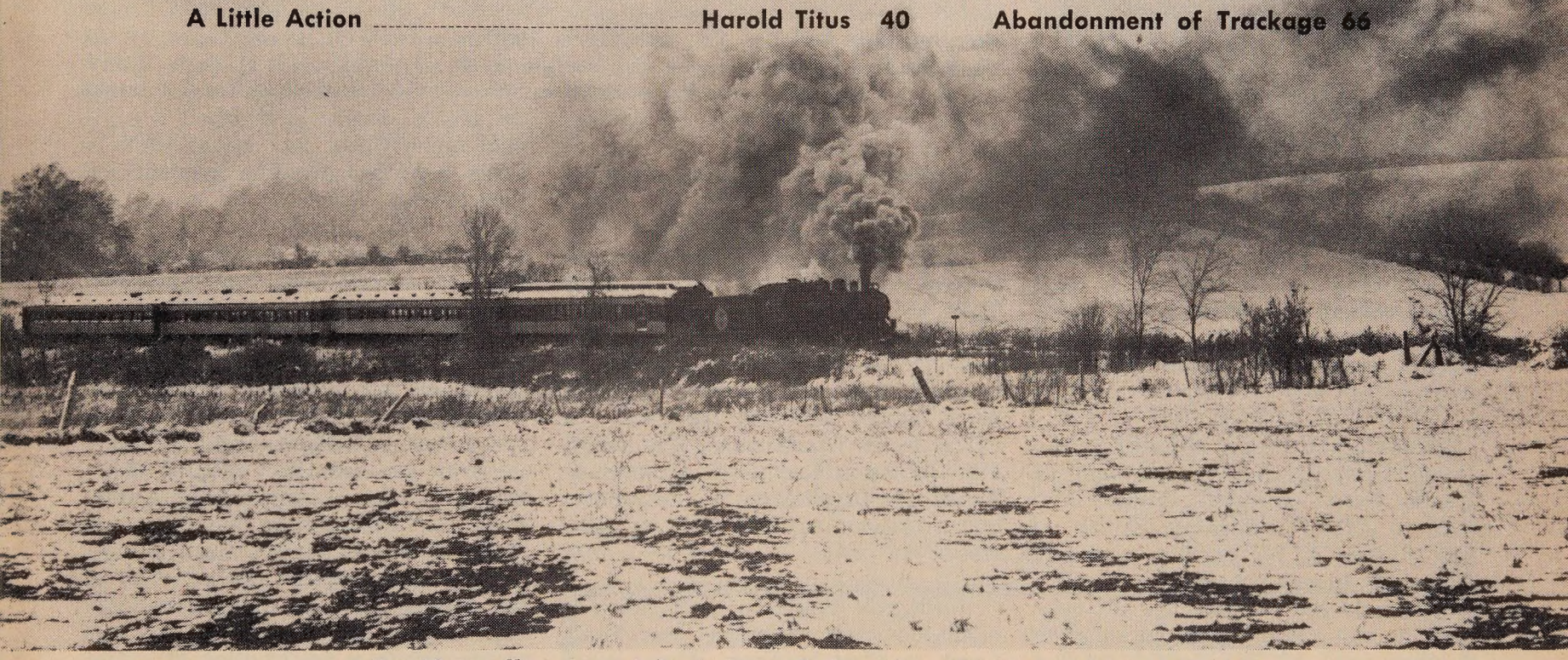

No. 38 is rolling toward South Lima, N.Y., with an LA&L trainload of tourists.
Photograph by Dan Fink (see page 26)

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THE MAIL CAR

where editors and readers meet

Storming into Saltville, Va., one day in 1960 is an Olin Matheson Chemical Co. train wheeled by 2-8-0 No. 11 (ex-Norfolk & Western 305, class G, built 1892).
C. Wm. Jernstrom, Railway Photos, 822 Pelham Dr., Fort Wayne, Ind. 46825

WE PICKED this month's cover photo because we like the pattern of the old iron bridge against the sky. It shows the former Canadian Pacific 1286 wheeling a High Iron Company fantrip in the rain on Jersey Central-Reading track at Allentown, Pa., on August 20, 1967. The photographer, Dan Fink, Rte. 1, Mt. Morris, N.Y. 14510, is our current *Interesting Railfan.* (See page 26.) ●

NEWSCAST. Penn Central passengers and crews are now being protected from stone-throwing vandals by Lexan, a plastic developed by General Electric as a face shield for astronauts, 250 times stronger than safety glass. It can deflect even a .38-caliber bullet. PC was the first railroad to adopt it for standard use. Window-breaking by vandals has cost the big road up to $1,900,000 a year, plus the cost of personal injuries. Since December, 1970, Lexan has replaced every window broken in a PC passenger-car, caboose, or locomotive. In addition, cars shopped for a complete overhaul are given a full set of Lexan windows. To date, PC has installed more than 18,000 such windows.

Hijack a westbound Missouri Pacific freight train—such was the aim of Daniel Decoa, Memphis, Tenn., who tried to get to California and pick up the children of his ex-wife, who had just died there. But it didn't work. Decoa rode the car tops for an hour and a half, jumping from one to another until he had nearly reached the last of the four diesel units on the head end. He was armed with a .22-calibre pistol and carried fusees. Meanwhile, the crew had radioed for help. The train stopped at Earle, Ark., on a pre-arranged plan and three lawmen seized him. At the courthouse, Decoa registered .20 on an intoximeter. A reading of .13 is considered legally drunk.

Mexico is investing well over $100 million to "streamline" its vast railway network, with the aim of coordinating its various systems. The first part slated for modernization is the route to Merida, Yucatan.

Photo on page 51, June issue, showed the Bogota, N.J., station of the New York, Susquehanna & Western, not the Erie as your caption said. The building still stands. No longer railroad property, it is now a lumber company office and showroom.—George R. Oliva, Jr., 5 Windsor Dr., Eatontown, N.J. 07724. (Note from Thomas T. Taber, who supplied the beautiful photo and erroneous caption: "He is right; sorry.")

Burlington Northern is building a 4,000-foot railroad bridge over Latah Creek in West Spokane, Wash. When ready this fall, the Y-shaped high-level bridge will connect a relocated mainline with existing BN elevated tracks through Spokane, reduce the number of grade crossings, and help make land available for Spokane's 1974 international fair. Girders are Bethlehem Steel's corrosion-resistance steel plate.

Lehigh Valley and N&W have set up a new run-through service handling piggyback, containers, and carload freight between Sayre, Pa., and Bellevue, Ohio. Diesel units and cabooses originating in either road stay with the train on its entire trip, thus avoiding terminal and yard delays.

The *Railway & Locomotive Historical Society Bulletin*—a long, cumbersome title with little meaning for most people—has just been renamed *Railroad History*, which editor John H. White, Jr., one of our *Interesting Railfans*, terms "descriptive, to the point, convenient, yet dignified and in keeping with our mission." R&LHS members are invited to submit suitable, well-researched papers, with illustrations, to *Railroad History*. Scripts must be typewritten, double-spaced, on one side of the page only, with footnotes and/or captions on separate sheets. Send them to Mr. White at the Division of Transportation, National Museum of History and Technology, Smithsonian Institution, Washington, D.C. 20560.

In opposition to the growing sentiment for nationalization, Stephen Ailes, president of the Association of American Railroads, estimates it would cost the U.S. Government, meaning the taxpayers, $60 billion merely to buy the roads, aside from the cost of operating them.

The newest and possibly the shortest railroad in Illinois—the Monticello &

Sangamon Valley—began operating on May 27th and will continue Saturdays and Sundays through October, with steam power, besides running daily through September 4th. The road's president is Dr. Charles Daigh, 2006 Vawter St., Urbana, Illinois. Operation is over 3 (eventually 8) miles of the former Illinois Terminal right-of-way near Monticello off Interstate Highway 72. This museum line owns 3 steamers and operates some passenger coaches, freight cars, a steam-powered crane, and cabooses. Old baggage carts and other railroadiana dot the M&SV terminal area. There's even a gift shop.

Contoocook, N.H., covered bridge, pictured in July issue, was not burned as your caption states but is now used for storage and garage purposes. Depot is now a real estate office. Track seen at left is passing siding; the Henniker (ex-Worcester & Contoocook) branch is at other end of bridge, actually inside the bridge.—Harry A. Frye and Donald S. Robinson.

A well-written account of the last RPO, train 194, running from Washington, D.C., to New York City, with photographs, is contained in the March-April issue of *Transit Postmark Collector*, edited by Hershel E. Rankin, Box 75, Paisley, Fla. 32767. That mimeographed magazine sells at 50 cents a copy. Each issue includes a long list of RPO covers, etc., available for bids.

Gregory W. Maxwell, president of the Erie Lackawanna, said certain eastern railroads appear to believe that going into bankruptcy is not such a bad idea. Maxwell was the featured speaker at a dinner in Cleveland at which employes were saluted for their part in making EL the only major road in the country to get through 1971 without a single employe fatality.

He said of the unnamed carriers: "Their outlook appears to be, relax and enjoy the umbrella of Federal court," adding that such a move would mean a carrier could forget about paying taxes or interest on loans. But he said the EL, despite a $1.4 million loss for 1971, has no intention of filing in bankruptcy.

Penn Central was indicted by a Federal Grand Jury on 21 counts of discharging oil into the Hudson River. The alleged discharges come from Harmon yards, a wash and repair facility at Croton-on-Hudson. ●

PENN CENTRAL'S chief executive, William H. Moore, locked horns with rail labor the other day when he said the big railroad was determined to work with three-man freight crews—a move that would lop off 9,800 railroad jobs—even at the risk of a strike. He told the Western Railway Club that the Florida East Coast already was running 100-car trains without cabooses and with two-man crews between Jacksonville and Miami.

"We either implement the three-man crew concept," he said, "or we ultimately may face dissolution and nationalization."

Penn Central had a work force of 103,000 persons at the time of its merger in 1968 and hopes to be down to 81,000 men by the end of 1972, he added. PC has been struggling financially since it became the biggest bankruptcy case in U.S. history in June, 1970. Three former executives have been charged with criminal fraud for their roles in the company's pre-bankruptcy dealings. ●

CANADIAN NEWS. Drunken revelry marked the derailment at Morrisburg, Ont., of a Canadian National freight train early this year. Someone gleefully spread the tidings that one of the wrecked cars was loaded with bottles of wine destined for U.S. points. Then about 30 pillagers, using snowmobiles or trudging a half-mile through knee-deep snow, helped themselves to as much loot as they could tote away. Hilarity and noisy domestic squabbles followed the liquor party. Two men were arrested. Afterward, railway police guarded the area until a wrecking crew cleared it up.

Helicopters help to keep trains rolling over the Quebec, North Shore & Labrador Railway, which hauls iron ore for 300 miles of wilderness line from Scheffersville and Carol Lakes to Sept-Iles in the Gulf of St. Lawrence. These aircraft, made by Dominion Helicopters Ltd., are expected to log 5,000 flying hours this year. All are ski-equipped and carry litters for quick conversion to aerial ambulances if need be. They are especially useful during the long cold season; last winter one station had a temperature of −60.

Les Benjamin of Regina Lake Centre, Sask., writes: "If you ask the Canadian National or Canadian Pacific to ship an article weighing 1,000 pounds, they treat you as though they were doing you a favor. They just don't have sufficient facilities or service. Besides, their rates scare you away. One time, when I was a station agent, the CPR was going to put a minimum rate of $4.85 on a five-gallon can of cream. I looked up the tariff and found I could ship that can of cream much cheaper in the lower berth of a sleeping car!"

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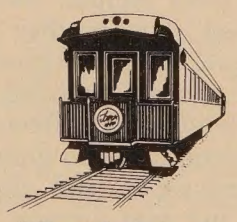

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ject aimed at revitalizing the Malayan national railway system has been started by Canadian Pacific Consulting Services Ltd. A six-man team helps with planning, marketing, costs, tariff-making, and accounting. The project is financed by a $200,000 grant from the Canadian International Development Agency. ●

HEADLIGHTS, the box type and the cylindrical type with a ventilator on top were originally designed for oil lamps but later converted to arc-type electric-lights. Some of my earliest recollections, even prior to 1910, have me standing at country depots at night on the Santa Fe and Missouri Pacific in Kansas in company with my parents or relatives and being dazzled by the brilliant arc lights of approaching trains. I believe it was customary for railroads to order new locomotives without headlights and install their own. Around 1914, when the Santa Fe got its third batch of Pacifics, the 3500's, many showed up with box headlights. I remember gaping at them eagerly.

I was then 13. Dad was joint agent for the Santa Fe and Rock Island at Atchison, Kansas. One summer afternoon my mother called out to my younger brother and me: "Your father is on the phone and wants to know if you boys were down at the station today." We both said, "Yes." She went on: "And did you boys write your names on one side of a Rock Island Pullman car?" That, too, we admitted, but said we had thought it would readily wipe off. We had found some old arc sticks about as thick as your thumb and a few inches long and had used them to make marks, knowing that the coach cleaner would come along late in the afternoon and wipe down the sides of the passenger cars in this short train before it left for St. Joseph and Chicago.

Mother was patient. "Well, your father says the coach cleaner has been working on that car for an hour or so and your names are scratched into the varnish. Your father is pretty upset about it."

So were we, because "the old man" had a pretty hasty temper. As a result, I accompanied my brother on his newspaper route that afternoon, which I seldom do, and we dawdled as long as possible, dreading to go home. When we finally showed up, Dad glared at us, rattled his newspaper, and cleared his throat twice, but said nothing. Mother had calmed him down before we arrived. I never knew what happened to that car. Maybe the Pullman Company took it out of service long enough to get the side refinished.—Edward Mahoney, 5418 Ellsworth Ave., Dallas, Texas 75206. ●

PERSONALTIES. America's youngest railroad manager is probably German-born Michael Wolfgang Frankie, age 23, who has just taken over as general manager of the 52-mile Chesapeake Western, reports C. Grattan Price, Jr., of Harrisonburg, Va. The new "brass collar" had worked for the Norfolk & Western while attending a university in St. Louis, where he earned two degrees, later becoming an assistant engineer with the N&W.

Ed Wojtas, a *Railroad Magazine* contributor and the editor of *Rock Island Rocket*, had a fine color-shot of a Rock Island grain train on the May '72 cover of *Modern Railroads*: *Rail Transit*. Ed made one of the most-talked-about photos ever seen in our own magazine—on page 38, April '72.

In my youth, I was a neighbor to John Luther ("Casey") Jones at Jackson, Tenn., between 1894 and 1900. Then Casey was transferred to Memphis and died in the famous wreck shortly afterward. I fired on runs between Jackson and Water Valley, Miss. —the runs on which Casey was the engineer, although I never fired for him. —F.E. Riley, 1625 Appleton St., Apt. 2-J, Long Beach, Calif.

Your recent item about the late "Soda Ash Johnny" Horan, famed for working even in very old age in Milwaukee Road engine service, reminds me that this fine old gentleman appeared before the Welfare group in Milwaukee, Wis., opposing the request of his son, then about 70, to go on relief in the Depression period. Soda Ash Johnny said he could take care of his own.—Charles T. Knudsen, Knudsen Publications, 3539 N. Lincoln Ave., Chicago, Ill. 60613.

Answering a reader's question about rate of pay for enginemen operating in multiple diesel units: they get payment based on the weight on drivers, much like it was in the days of steam, the basic rate, plus 80 cents per each additional unit. Five additional units would add $4 to the basic pay daily.—C.T.K.

Something I really enjoy in meeting railfans is that they rarely mention their jobs or political views, but talk about trains, the subject that brings them together. It is a great experience to stand in an open vestibule with railfans, maybe a plumber on one side and a doctor on the other, discussing trains and railroads. In a sense, trains appeal to the basic instincts even more than status or money. *Railroad Magazine* does a very good job of conveying these sentiments. That is why I wait

eagerly for it each month.—Thomas Coval, asst. to the vice president for student affairs, Temple University, Philadelphia, Pa. 19122.

June '72 *Railroad* was clearly the best of all your modern issues.—William C. Kessel, 99 Center St., Hamburg, N.Y. 14075.

One of our *Interesting Railfans*, Bob Lewis (Feb. '67) has just been elected president of Simmons-Boardman, 350 Broadway, New York, N.Y. 10013, which publishes such magazines as *Railway Age*, *Railway Locomotives & Cars*, *Railway Track & Structures*, and *International Railway Journal*.

John B. Norwood, Jr., author of our June fiction story, "Red Board," spent considerable time on the Denver & Rio Grande Western narrow-gage as trainmaster, train dispatcher, chief train dispatcher, superintendent, etc. Living at 5494 Bates Court, Arvada, Colo. 80002, he uses his experiences as background material in writing railroad stories, articles, and books. He says Kalmbach Publishing Co. is now readying a narrow-gage book of his to go to press and also has on hand material for a second Norwood book. We like your style of writing, John.

A relative of mine worked as a conductor for the old Connecticut Western. I'd like to hear from readers who can supply details on that road.—Joe Mannix, 33-18 161st St., Flushing, N.Y. 11458. ●

OVERSEAS. The *Brighton Belle*, a quaint commuter train with a 53-mile run between London and Brighton on the English coast, died in style on the night of April 30th. Passengers on the final trip wore crinoline gowns, Easter bonnets, blazers, and straw hats. Each got a three-course meal with champagne and sat at an individual dining table. The *Belle* regularly served full-dress meals during its 56-mile journeys, dishing them up to celebrities and other riders in the last Pullman-built cars on British Railways. The cars boasted antique red plush, frilly lampshades, elegant velvet footstools, and mahogany-and-gold scrollwork. The train normally carried a staff of 16 for its engine and five cars. Tickets for the farewell run cost the equivalent of $26—even to stand on the station platform that night cost $1.20. The *Belle* was dropped because of the expense that would have been involved in replacing its worn Pullman cars. Many bids, some from the U.S., have been received for these cars.

Although most nationalized rail systems function at a heavy loss, which the taxpayers make up, the French National Railways stand an excellent chance of achieving out-of-deficit operation by the end of next year and a debt-free structure by the early 1980's, writes Philip W. Whitcomb in *The Christian Science Monitor*. Even today, the SCNF (Societe Nationals des Chemin de Fer) shows a revenue increase equal to $3 billion a year while the work force was dropping from 514,000 to 300,000.

Several nations honored the 50th anniversary of UIC (Union Internationale des Chemins de Fer) on May 2nd by issuing commemorative stamps. One is the principality of Monaco, which is odd, since Monaco is not a member of the UIC and has no rail system of its own. However, French National trains pass through its territory. The Monacan stamp, drawn by a French artist, shows a steam loco and a turbotrain. Although the British were railway pioneers almost 150 years ago, they did not issue a stamp for UIC. Strange to say, the British post office has never produced a stamp to commemorate any railway achievement! Will someone please tell us why?

Reports from Ulster (Northern Ireland) say its railways have had 3 percent increase in the number of passengers for each of the past 3 years. As a result, the terminal situation is being changed in Belfast, the capital. There are now 4 terminals—two will be abandoned, another used only for commuters. All other trains will run into the new Central Terminal. A short connecting railway in the suburbs, abandoned a few years ago but intact except for one bridge, will be rebuilt. —Felix E. Reifschneider, Box 68, Fairton, N.J. 08320.

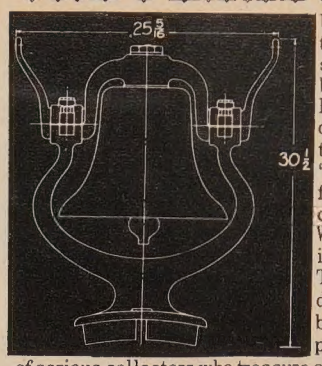
Nearly 6,000 schoolgirls from northern England traveled in 12 special trains to London to watch the women's international hockey match between England and Scotland at Wembley.

More than 100 diesel-electric locomotives are to be built in Canada for Yugoslav State Railways.

Norway's railroads have converted more than half of their 2,600-plus miles of system to electric traction. No more work on electrification is expected before 1980.

Finnish Railways have introduced a special ticket to cover a fortnight's unrestricted travel over the whole system,

THE PENNSY BELL



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Just as we were putting to bed our July issue with Fritz Lehmann's feature on steam in India, the derailment of a pasenger train in southern Mystore state killed 18 persons, injured 41.

New Zealand has resuscitated its passenger trains. They are alive and breathing profitably. An injection of $10.2 million worth of Japanese and American equipment, a huge advertising campaign, and a pledge to modernize service helped to fill the trains.

It also has provided tourists with the biggest travel bargain in the Pacific—the new *Silver Star* linking Auckland with Wellington. The stubborn New Zealanders don't agree with the American idea that the day of the elegant passenger train is finished.

The Italian State Railway has introduced a high-speed electric train that cuts travel time between major cities 30 prcent. The train, with a top speed of 150 mph, uses a variable suspension that permits high speeds on conventional electrified lines, with no further work needed on the roadbed.

A little-known agreement between Germanrail and international airlines permits passengers whose planes are grounded by bad weather to resume the trip by train. Germanrail honors vouchers issued for unused portions of flight tickets. Furthermore, at main travel centers in West Germany, the Germanrail will arrange for seat, sleeping, or even entire train facilities for groups that cannot continue journeys planned by plane.

Ever alert to attract new business, Germanrail will soon offer trains with special compartments for travelers to a nudist colony on the North Sea island of Sylt in West Germany. Such passengers will be permitted to travel "topless or bottomless or both." Their compartments will be open only to nudists. Photographers, even those for *Railroad Magazine*, will not be welcomed. ●

NORRIS RAY CRUMP, generally known as "Buck," figures he still has at least 11.7 years to live. "That's what the actuarial tables say," he told David Taffler a writer for the Halifax *Chronicle-Herald*, "and if they're right, I won't live long enough to do all the things I've planned for my retirement."

Mr. Crump will turn 68 on July 30th. He retired as chairman of Canadian Pacific Ltd. (the name was changed last year from Canadian Pacific Railway Co.) at the company's annual meeting on May third, but he is still a CP director. He has moved to a new home in Calgary, returning to Montreal once a month for board meetings. The ex-chairman plans trips abroad to pursue his lifelong fascination with archeology.

"I like to go back into the distant past," he muses, "with the help of archeology and ancient history. There I can find people who lived very differently, and I can fully relax."

Getting used to retirement can be difficult, but Mr. Crump feels he has developed the right philosophy.

"I've accustomed my mind to it and I think I am ready," he says. "It's all part of gerontology, the science of aging. The CP has about 22,000 pensioners. I've spent a lot of time working with them and I've learned a few lessons."

Two big lessons should be learned by all to prepare for the inevitable retirement years. One is to diversify, beginning right now. Acquire new interests that will carry over into your personal "Indian summer." Mr. Crump is almost certain to live longer and more happily because archeology fascinates him. It could have been music, painting, science, animal-breeding, or any one of a thousand other fields, but in his case it happens to be archeology. Many years ago he realized that it was not enough for him to enjoy railroading. And so, with the wind-up of his 52-year rail career, Buck Crump is not left stranded but is starting a new life.

The other important tip for future retirees is good nutrition. You can find modern paperbacks on this subject in all bookstores and health food stores. Read them. Modify your eating habits in the direction of better health. Cut out nearly all bakery products—the starches and sugars. Pass up the junk advertised on TV. Eat protein foods, fresh fruits, and fresh vegetables. Take vitamin and mineral supplements, lecithin, and half a teaspoonful of cod-liver oil (or capsules) every day.

Such a diet, combined with moderate regular exercise, fun, and relaxation, will go a long, long way toward assuring you the maximum number of healthy, active years in which to collect your social security and pension. We are not informed on Mr. Crump's eating habits, but we do know that if he follows the kind of diet outlined here he is likely to have many more good years ahead of him than the 11.7 shown in the actuarial tables. ●

DAVID P. MORGAN'S feature on "What Is a Good-Looking Steam Locomotive?" in our June '72 issue drew many comments, including:

Give me Union Pacific steam power including the 800 class 4-8-4's, from the Big Boys on down to the yard goats.—Robert H. Davidson, 1018 16th Ave., South, Nashville, Tenn. 37212.

I nominate these engines that are now mentioned in Morgan's article: Passenger: Pennsy K4's, New York Central class J Hudsons, and Norfolk & Western class J Northerns; dual service: Delaware & Hudson Northerns and Union Pacific Challengers; freight only: Baltimore & Ohio EM-1 Yellowstones, Chesapeake & Ohio Alleghenies, D&H Challengers, and N&W class A articulateds.—George W. Spire, 1120 C Street, S.E., Washington, D.C. 20003.

My choice freight loco is Canadian National's 6218. These 6200 class 4-8-4's were designed by CN's staff and built by Montreal Locomotive Works. Pounding along with freight gave them the look of brute strength but while they were speeding with strings of varnish they had an aspect of almost feminine beauty.

Santa Fe steam passenger engines also are my favorites. Pacific types were more symmetrical than the Atlantics. I prefer power with high-placed headlights. The 1300 class Pacifics were the last Santa Fe engines so equipped, but the earlier 1200's had somewhat cleaner lines. With high drivers, it took them a while to wind up, but they really could roll.—Edward Mahoney, Dallas, Texas. ●

A RAW DEAL. The railway unions we belonged to years ago when we were working and paying dues are no longer interested in pensioners like me. They reason that pensioners don't pay dues, so why bother with them? Active members now are reaping the benefits that oldtimers gained through negotiations, many of them earned the hard way before these Johnny-come-latelys were born.

Once it took about two years to turn out a competent depot agent and telegrapher. Now it can be done in a couple of weeks, as no knowledge of Morse or accounting or tariffs is required. Yet they are being paid many times in excess of their real worth to the company.

The spirit of the old Order of Railroad Telegraphers went down the drain long ago. At one time, a boomer could walk into almost any depot, show his card, and get a lift, such as a meal. If you presented a card today you would be met with stares and the guys would ask you what it was. Many a mile I rode on an ORT card. Most conductors would honor it like a pass. I pounded brass on 17 different pikes and in several commercial jobs.—Edgar E. McLaughlin (age 84), Saskatoon, Sask., Canada.

I hired out to the Canadian Pacific

Get away from the crowd.
Get the flavor you want in Old Gold Filters.

20 mg "tar," 1.2 mg. nicotine
av. per cigarette, FTC Report Aug. '71.

© 1972 Lorillard

in 1909 at $68 a month for a 12-hour day, plus 30 cents an hour for overtime. Later we got a small raise and a 10-hour day. During the Depression we were docked 15 percent on every pay check. When I retired in 1952 at age 65 my salary was around $200 a month. Since then I've been drawing $1,008 a year pension. If my wife outlives me she will get less than $40 a month. Just to emphasize CPR generosity, they issued us a pass good for travel on all CPR passenger trains except the *Canadian*—but that is the only one still serving this area!—A Pensioner. (Ed. note: Air Canada computes the pensions of all its employes on the basis of 2 percent for each year of service. We don't know CPR's percentage, but the Canadian National Railways, rate is only 1.5 percent. Will someone please tell us why?) ●

DESPITE the investment of enormous sums in rolling stock, motive power, etc., and as a result of opposition to changes in work rules, the American railroad worker is not as productive as he could be. Some time ago a union official explained in *Railroad Magazine* why he thought Amtrak and the financially hard-pressed roads should be burdened with severance pay equal to six years' earnings, to laid-off surplus employees.

Now I want some information. For nearly 50 years New York Central ran electric-powered trains through the Detroit River tunnel between Detroit, Mich., and Windsor, Ontario. The Grand Trunk Western and the Canadian National used electric power through the St. Clair River tunnel between Port Huron and Sarnia for about an equal period. A few years ago, a switch was made to diesel power in both tunnels, although their ventilating systems were inadequate to handle the exhaust from the multiple-unit diesel trains.

Some train-crew members have complained to me that the operation of diesel engines through these tunnels is injurious to their health. Will the union please explain why it approved the switch to diesels and pollution?—Elmer Treloar, 101 California St., Highland Park, Mich. 48203. ●

RECENTLY I ordered a loco builder's plate weighing 12 pounds from someone in Topeka, Kansas. To my dismay, he shipped it via REA (Railway) Express. The transportation charges were $11.15 on 12 pounds. It could have been shipped via United Parcel Service from the same city for $1.94. In addition, it took 11 days to arrive. UPS would have made it in three, I know, because I've shipped this way before. Even the postal services, as decrepit as they are, would have charged far less and delivered earlier. I might point out that the $11.15 rate was surface, not air, transportation. Furthermore, either the postal service or the parcel service would have delivered to the door. REA refused to do so because I live out of the city limits.—Al Langley, Rte. 1, Box 64-A, North Augusta, S.C. 29481. ●

ALTHOUGH much has been written about the comforts of the "little red caboose" and the appetizing meals cooked by conductors and brakemen, you read very little about the poor engine crews who often spend long hours in the cab with no way of preparing good meals there. Being in engine service myself, I would take along on every trip a tin box packed with cans of stew, beans, and soup plus bread, butter, and cheese. On the road I'd heat the cans on top of the boiler. While the train crew back in the caboose would have a pot of hot coffee waiting on their stove at all times, we in the engine cab had to be content with hot cocoa made with water from the squirt hose. It tasted pretty awful, but at least it was a hot beverage. There were no jars of instant coffee grounds in those days.

I recall, too, how a free rider on the tender would become half frozen during a winter run and crawl down into the warm cab like a shivering pup for shelter. I always gave him some grub and made a cup of hot cocoa to thaw him out. We hadn't the heart to send him back to ride the tender but invariably let him stay in the cab.

During the fall wheat rush, the shortage of firemen for the hand bombers (hand-fired locos) often called the drastic measures. Wipers would be pulled from the roundhouse, rushed through the process of writing up their firemen's rules, and sent out on the road before they had a chance to make the usual student trips. Most of these green firemen made good on their initial run, but usually with an assist from the hogger.

I remember one young wiper who found himself suddenly boosted to the left side of the cab. Taking his promotion very seriously, e determined to succeed on his own. Being well over six feet tall and weighing about 200 pounds, he felt sure he could handle the job. His first trip was on a westbound freight, a full tonnage load of wheat wheeled by a hand-fired, coal-burning 2-8-0 that was past due for shopwork on its leaking flues. The young fireman noted with satisfaction that the tender contained high-grade coal, so he knew he'd have no problem there.

A pusher gave them a good start out of the yard. With level going for quite a few miles, he kept up steam easily. But the start of a long uphill grade reduced their speed to below 30 miles per hour. Soon the Johnson bar was down in the bottom notch, and with wide-open throttle and both injectors working, the inexperienced ashcat saw the steam-gage indicator begin to drop. But that didn't worry him. Redoubling his efforts with the scoop, he somehow managed to keep them rolling.

The 2-8-0 blasted out at a steady 1-2-3-4 beat of her exhaust. Thus they ground their way toward the summit, with the tall young fireman doing his best to prevent the steam pressure from dropping too low, so they wouldn't have to "double the hill." Meanwhile, the engineer too was closely watching the pressure. Like many of his kind, he finally decided to give the fireman a helping hand. He reached for the scoop, telling the ashcat to "Sit on the right side for a spell and relax." To most new firemen such an offer would have been a welcome relief, but this one had no intention of letting anyone interfere with his work. The head-end brakeman, who witnessed the scene, reported later that the husky young giant simply picked up the hogger as though he were a baby and gently but firmly put him back on his seat.

"Thanks just the same, mister," he said with a grin, "but this is your side of the cab. You just take care of it and I'll take care of mine."

Then, as the dumbfounded hogger and brakie watched, he continued to work on his fire and kept at it as they pulled the wheat over the hump. The rest of the run was routine. When the story got around, the whole division roared with laughter. The tall heavy fireman did so well on later jobs that he eventually became a top-notch hogger.—Bert Lanning, 717 Pandora Ave., Victoria, B.C., Canada. ●

THE FIRST run of Glen Hardman, McMechen, W. Va., as an engineer almost became his last. Glen had been firing for the Baltimore & Ohio out of Benwood, W. Va., for seven years. One foggy morning in 1910, as a newly promoted hogger, he was assigned to the second section of a merchandise freight en route from Holloway, Ohio, to Bridgport, Ohio. He was easing his train downgrade through the haze at a cautious 25 miles per hour when he suddenly saw, in the mist ahead, the dim red marker lights on the rear of the first section!

The distance was short, too short. He threw the air into emergency while his fireman and head brakeman jumped to safety. Glen himself was too dazed to leap, but stayed with his engine which sliced through the caboose and

nine wooden boxcars of the first section. Luckily, he escaped with only minor injuries. Says he, "I just had the hair singed off my head below my cap."

After the dust had settled, they blamed the wreck on a defective fusee. The flagman of the train ahead had been back a sufficient distance to stop the second section but his engineer had called him in. As he started toward his caboose, he left a burning fusee where he had been flagging. Just as he stepped aboard the crummy he looked back and saw that his fusee had gone out. And at that moment the second section emerged through the fog—too late to stop!

Later, at the accident scene, the superintendent asked Glen how long he'd been running a locomotive. The young hogger glanced at his watch and said, "One hour and thirty minutes."

Glen, who is now 89, made his final run on August 30, 1952, with his wife and their little grandson, Bill Hardman, in a B&O steam passenger engine. ●

GROWING up near Kilgore in eastern Texas, I had an affectionate regard for the old International & Great Northern, the "Jenny," that ran through our farm. From a favorite spot I would watch and listen to the steam locomotives roll their rattling freight and passenger cars across the fields. Great billows of steam and smoke gushed out, drifting windward.

The sidewise motion of cars rounding the curves reminded me of a snake headed for a hiding place. Sometimes the way an engine would huff and puff, with her wheels slipping occasionally, made me wonder whether or not she'd make the grade; and it seemed to me that after the hogger had succeeded he'd do some fancy whistling as a chortle of triumph. Two types of steam whistles were used: the ear-splitting single bell type and the soft, melodious Nathan chime. I loved both types.

I soon learned that two long and two short blasts signaled a grade crossing. One prolonged scream with a slight quaver indicated the approach to a station. A series of short, sharp blasts warned livestock to get off the track. The highball (get-going signal) was two blasts, sometimes staccato, often long-drawn-out and slurred. In early youth I idolized the engineers, who were kind to me because they realized my heart was with them. My boyish ambition was to be a fireman and then a throttle-jerker; but when I grew up I turned to preaching instead, and for 55 years I have been expounding the blessed gospel of Christ. I don't know how many thousands of miles I have ridden by train, often "talking railroad stuff" to the people I meet. During those years I accumulated considerable Age of Steam hardware: whistles, gages, bell, headlight, etc., which I have offered to sell to any museum or individual who'd keep it intact.—John W. Hedges, 304 N. Glover Dr., Longview, Texas 75601. ●

ALEXANDRE GUSTAVE EIFFEL, who built the Eiffel Tower in Paris and made possible the erection of the Statue of Liberty in New York Harbor, was a railway man of medium height, with a mustache and full beard closely cropped. Born in 1832 at Dijon, France, he learned metallurgy as a youth by working for a railway company run by Charles Nepveu. At age 26 he directed the construction of a major railway bridge across the Gironde River at Bordeaux. He employed newly-devised caissons and used compressed air for excavating the foundation.

On the job, one of his workmen fell into the water. Eiffel was an expert swimmer. As a student he had won a bet by swimming the entire length of Paris in the Seine. He was dapperly dressed as usual when his man slipped, but took off his cloak and shoes, dove in after the fellow, and pulled him out. Then the bridge builder put on his cloak and shoes and went back to work.

"Be good enough," he told the clustering workers, "to stick to your scaffolds from now on. I like to swim, but not with my clothes on."

After the bridge was finished, his men had a medal struck in commemoration and gave it to him. Later, Eiffel built numerous other railway bridges, factories, churches, breakwaters, a synagogue, and two great viaducts.

His mightiest challenge came from Portugal in 1877, following an international competition. The railway approaching Porta from Lisbon required a bridge across the Douro River, 200 feet below in a gorge, in a single span of 525 feet. Eiffel's winning solution was to hang each half of the main arch from steel cables anchored on each bank. Slowly the halves were built up from both sides until they met. The construction technique was by suspension, though the Maria Pia bridge itself was arch-supported.

Early in his career, Eiffel was approached by a friend, sculptor Auguste Bartholdi, on behalf of the latter's Statue of Liberty for the United States. Bartholdi had run into a stumbling block: how to support the giant statue of the lady with the torch, made of copper sheets, so it would stand up permanently. Eiffel's solution was an interior, wrought-iron framework similar to the steel framing now at the core of many huge city buildings.

But he is best known today for having designed and erected the 1,000-foot iron structure for which Paris is famous. Eiffel Tower was built for the Paris Exposition of 1889, the hundredth anniversary of the Revolution of 1789. On its inauguration day, the elevators were not ready; so the 56-year-old Eiffel, lithe and fit as a teen-ager, led the way up the 1,710 stairs. Many of the celebrities who followed him on that steep climb stopped at the first platform. Only about half of them, including one lady, made it to the top. Here, the great engineer proudly hoisted the Tricolor, having given France, he said, the world's tallest flagpole.

His other feats are too numerous to be mentioned here. Finally, at the age of 91, after completing a history of his family, Alexandre Eiffel died peacefully. ●

THE LIBERTY BELL, which is permanently housed in Independence Hall, Philadelphia, has been on several train trips. In 1893 it revisited Allentown, Pa., where it had been kept briefly in 1777 (see page 26). An old-timer asked John Y. Kohl, editor emeritus of the Allentown Sunday *Call-Chronicle*, how the Pennsy flatcar on which the bell rode was transferred to the trolley tracks and hauled up Hamilton Street hill. After looking up old newspaper files, Mr. Kohl replied in the *Call-Chronicle*:

The bell was on its way home to Philadelphia from the Chicago Columbian Exposition. It came in to Allentown's terminal station on the night of November 3rd over the Philadelphia & Reading Railroad with engine No. 843.

This was one of great events in Allentown history and the newspapers went all out in describing the crowds, the decorations, the fireworks, and tumultuous welcome from every whistle and bell in town. But they glossed over the mechanics of the transfer from the railroad to trolley tracks of the same gage. *The Chronicle* simply said the car with the bell was "pushed over the extemporized siding and out on the Transit Company tracks." Another paper, *The Critic*, reported: "No difficulty was experienced in running the bell car from the Terminal tracks to the electric road and it was toward 9 o'clock when the two electric cars and their precious treasure came up Hamilton Street hill."

***The Chronicle* continued: "At Fourth Street the cars got stuck. After some seesawing, which proved unavailing, they were rundown the hill and the two electric cars were then filled with people so as to enable the wheels to secure a better hold on the rails. Finally, with full current on, another attempt was made and this time the ascent of the hill was made in grand style."**

Then followed a parade to 15th Street and countermarch to Center Square and the bell car was switched over to the 7th Street trolley track on the north side. Here it remained throughtout the night awaiting 10 a.m. when the school children were to assemble to see it. Heavy rain marred this part of the program. ●

PHOTOGRAPHS OF THE MONTH

"For Whom The Bell Tolls." Engineer Robin Yates oils bell of Denver & Rio Grande Western 483 just before final passenger run from Durango to Alamosa, Colo., Nov. 23, 1968, over the tracks of the last main line narrow-gage railroad in the U.S. Trip chartered by Terence Ross for purposes of encouraging interest in the preservation of narrow-gage. Enthusiasm resulted in 1970 purchase by Colorado and New Mexico of segment of line now known as Cumbres & Toltec Scenic Railway.

Photo by Ernest W. Robart, copyright by Terence W. Ross

Rails admire Dixie belle, Cheryl Weaver, while Southern Railway GP-9 No. 6256 and GP-7 No. 8224 pause in their switching chores in Jacksonville, Fla., April 3, 1972. This railfanette likes the clean diesels.

William T. Morgan, P.O. Box 6863, Ft. Myers, Fla. 33902

Penn Central Turbotrain shown approaching New Haven, Conn., station from Boston on a cold morning in early Jan., 1971.
Thornton Waite, 318 E. Senect St., Ithaca, N.Y. 14850

Westbound Canadian National Railways doubleheader freight between Hamilton Jct. and Dundas, Ont., on Aug. day in '53.

Elmer Treloar, 101 California, Highland Park, Mich. 48203

An unidentified railgal sits on rail watching two-unit diesel Grand Trunk freight grind by near Durand, Mich., in 1968.
Elliot Borin, Box 2098, Berkeley, Calif. 94702

This is NOT a Safe Way to Pose a Railfanette or Anyone Else

William T. Morgan, P.O. Box 6863, Ft. Myers, Fla. 33902

Train-observer Mala Vaughn watches Seaboard Coast Line's northbound Silver Meteor near Indiantown, Fla.

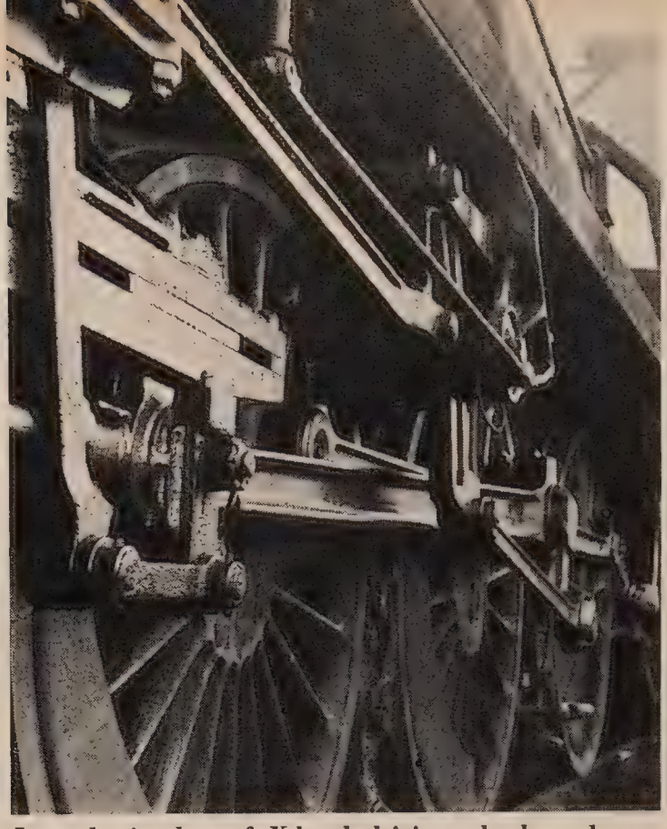
Atlantic Coast Line locos FP-7A 857, F-7-A 416 and F-3-A 329 fueled and awaiting assignment with various other units at Moncrief yard, Jacksonville, Fla., on a cool, sunny November afternoon in 1964. ACL is now just a memory.

John Martineau, 3632 S.W. 23rd Court, Ft. Lauderdale, Fla. 33312

B. Thomas Walsh, 5620 Centre Ave., Pittsburgh, Pa. 15232

Dryin' 'n a-sunnin'. FC La Paz-Ben No. 2 finds going tough on this Bolivian track. While women spread clothes to dry on the right-of-way in hot sun, railroadman pours sand on rails to give the 1917-built Shay more traction for the climb ahead.

Like that new image! Lovely Lorraine Wilson, a British Columbia Railway employee, compares old Pacific Great Eastern insigne with new on first of 200 new wood-chip cars recently delivered.
Courtesy of Edmund E. Pugsley and The Vancouver (B.C.) Sun



Low classic shot of X-head driving wheels and coupling connecting rods of British Railways standard, class 4, ten-wheeler in yards at Salisbury, England.
George Harrison, 1 Bourne Gardens, Porton, Salisbury, Wiltshire, England

Ex-Reading 2102 pouring it on one mile out of Elizabeth, New Jersey, on Steam Tours, Inc., trip from Elizabeth to Bethlehem, Pa., on cold February 18, 1972. T-1 just got the board.
Brian R. Woodcock, 203 Molly Lane, Chadds Ford, Pa. 19317

Al Herskovits, former associate editor of *Railroad*, now living in London, stands beside No. 13, a 2-4-0, built in 1864 by long famous Beyer, Peacock & Co., Manchester, England. Loco is at the Utrecht, Holland, Spoorwegmuseum (railway museum). It's unusual to see English loco in foreign land.
Bill Jones, 3A, Belsize Park Gardens, London, N.W. 3, England

96
96

Chesapeake & Ohio loco No. 96 ready to highball from Detroit Union Station with train for Grand Rapids, Mich., on cold March 19, 1949.

Elmer Treloar, 101 California St., Highland Park, Mich. 48803

No. 304 of Estrada de Ferro Teresa Cristina highballing along toward Imbituba.

Mallet No. 203 of Estrada de Ferro Dona Teresa Cristina ready to leave mines at Lauro Muller. She is Baldwin-built, '50.

Lauro Muller Mine No. 26, built by Alco in 1920, pants away while waiting to move mining cars. Note twin sand domes.

STEAM IN BRAZIL

Text and Photographs by Roy Christian

TO FIND pockets of steam power in South America is not easy. In 1970, someone told me that he had seen a steam locomotive operating in Brazil near Tubarao. Checking into my copy of the giant-size *Jane's Railways of the World*, I found that the railway he had mentioned, the Estrada de Ferro Dona Cristina, was listed as still using steam. I had learned, however, that this great reference book, valuable as it may be, is often outdated. So before setting out for Tubarao, I sent a letter written in Portuguese to that place to verify what I had read in *Jane's*.

To my surprise, I received a reply written in English from Dr. Victor Doetsch, the road's chief of motive power, assuring me that the Estrada de Ferro Dona Cristina was currently operating four 4-6-2's, six 2-8-2's, three 2-6-6-2's, and twelve 2-10-4's. All except two of the 2-10-4's were Alcos.

It seemed too good to be true. I had

Dr. Doetsch and author alongside No. 7 of Rede Viacao Farana-Santa Catarina.

used the same method in searching for steam elsewhere in South America, but usually my letters had not been answered. Even when I had received replies, their contents often seemed to bear no relation to what I had asked. To be politely informed in English by return mail was amazing. Until the very day I reached Tubarao, I alternated between periods of ecstasy as I daydreamed of Texans and Mallets and a mood of resignation that it really couldn't be. Like many other South American searches for steam, I suspected that these locomotives would be found rusting away in the yard while new diesels were at work.

On the morning of my arrival in Tubarao, I found the shops by driving toward the smokiest air in town and my first view was enough to bring a rousing cheer from any steam enthusiast. More than a dozen locomotives were in view, a fair number of them obviously being in steam, popping off and hissing away. What I saw was not some decrepit, inactive short line but one with the look of big steam typical of the United States in the 1940's.

I met Dr. Doetsch, who was the best host a railfan could hope to find. This man has had a long career with the National Railways of Brazil, both

Two of the three Baldwin 2-6-6-2's at Tubarao. They have 29,700 lbs. t.f. and weigh 123 tons. Very active at 22 years.

Daily load of coal from Lauro Muller being hauled by Mallet. Lauro Muller, Criciuma, and Urussanga have huge coal mines.

in steam and diesel operation. He spent six months in United States in 1958 and remembers well the powerful Mallets of the Norfolk & Western. During my visit I was a guest in his home and shared the prodigious meals that Brazil is famous for. Not only that but he also assigned his chauffeur to drive during the lineside chases of steamers.

The traffic dispatcher would figure out exactly when a certain locomotive would pass a photogenic spot. This was an unprecedented situation. The usual procedure, even in a successful hunt, is a series of language mixups, threats of arrest, complete ignorance as to when the trains will run, and at the end of the day you look forward to a bathless, noisy hotel serving questionable food.

Beyer-Peacock 2-6-2T at Imbituba. Enclosed cab must have been tough in tropics.

The EFDC is Brazil's major coal-hauling line. The mines at Lauro Muller, Criciuma, and Urussanga are located at the base of the Serra do Mar, the 5000-foot mountains that rise from the coastal plains of the south. The coal is transported to Imbituba port, about 100 kilometers from the mines. Most of it goes to Rio de Janeiro and the major steel producing center of Volta Redonda. There the Brazilian "black diamonds" are mixed with higher quality coal imported from the United States.

The EFDC began operations in 1881, chartered by the Brazilian Government and financed by British capital. By 1914 Brazilians were in charge and since the 1930's government has operated the railway. Until 1968, besides bringing the coal to the sea, the EFDC ran a sizeable passenger operation over its 200 kilometers of track with ten trains daily. Since passenger traffic was dropped, the railway has moved into the profit column, one of the few in all Brazil to do so.

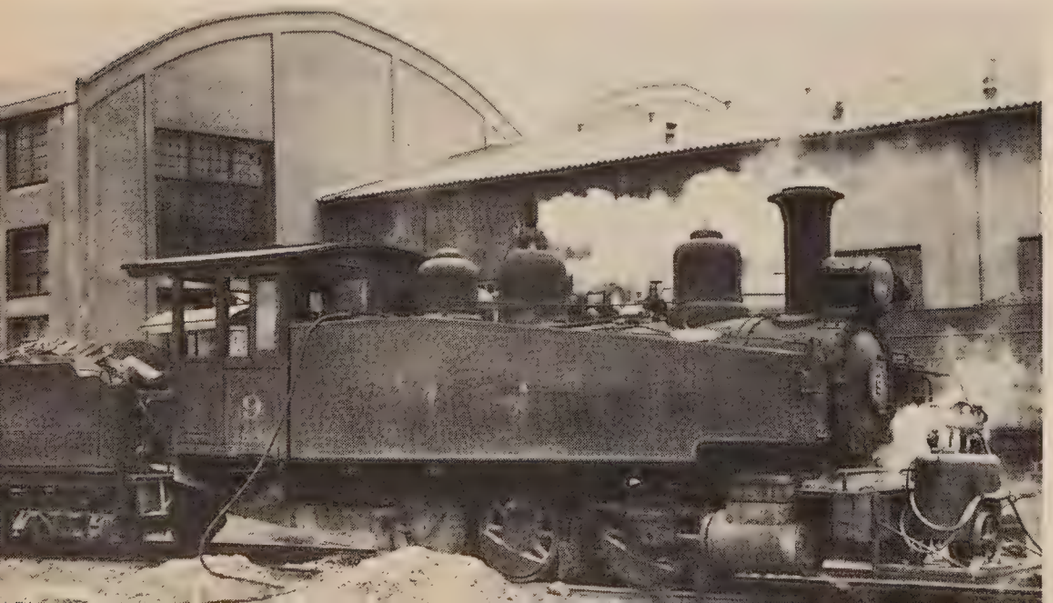
Operations consist of several trains a day bringing coal from the mines to the washing plant at Capivari, five kilometers north of Tubarao. Here it is washed. Some remains to be used in the Santa Catarina power plant; the rest is shipped to Imbituba behind the 2-10-4's. From Criciuma and Urussanga the 1000-ton trains are hauled by the handsome Texan-type steamers and stocky functional American Locomotive Co. Mikados. But from Lauro Muller the 2-10-4's cannot work because of sharp curves in the roadbed. It is here that each day the slim and long Baldwin "Mallets" wind their way up to the mine and back.

No. 100 of the CDI, seen at Imbituba, is a smooth-boilered 2-8-0 built by Alco.

Another Alco engine still working in Brazil is this 4-6-0, waiting at Imbituba.

Dr. Dihlmann regretted that No. 26 was not clean, with her silvered smokebox, yellow-striped spokes and domes, and a rosy tilted stack; but really no apology was needed for this handsome ten-wheeler, another Alco product from far-away United States.

Baldwin 0-6-0 is a stationary boiler at Tubarao. Note wood used to start fire.



Three 2-6-6-2's operate out of Tubarao. Built in 1950, they may have been the last articulateds Baldwin ever built. They are not really Mallets at all, for all four cylinders receive high-pressure steam, just as the famous Uintah Railroad Mallets did in the States. But Dr. Doetsch calls them his Mallets. As articulateds go, they are not really big, each weighing 123 tons. But for good looks they can compete with any steamer still running in the world today. The Mallets are coal-hungry, burning twice the amount of fuel per ton-mile as the Texans do; but the twisted right-of-way to Lauro Muller should keep them running until that inevitable day when diesel-electric traction takes over.

In some respects the big Alco and Baldwin 2-10-4's were as exciting a find as were the Mallets, for their 174-ton weight must rank them as one of the largest non-articulated meter-gage locos ever built. It takes little effort to imagine these locomotives marching over standard-gage rails in the United States. The Baldwin Pacifics were, of course, passenger power. Since the end of this service, they still stay busy with switching jobs in the Tubarao area.

The details of the EFDC's motive-power history are not available, since an overzealous clerk with a passion for cleaning up the files burned the records. However, it is interesting to note that from time to time the Texans and Mallets were challenged with rivals but were more than able to hold their own. Until the cessation of passenger service there was a chronic shortage of locomotives. Since the rest of Brazil was converting to diesel-electric power, the excess steamers were shipped to Tubarao to help move the coal.

Henschel Garretts came and went. So did modern French Berkshires, products of Gelsa-Franca and designed by Chapelon. Contrary to what has been written before, these locos were not the ultimate in steam traction but proved very disappointing due to complex lubrication systems which led to a high breakdown rate. Also, Dr. Doetsch has been offered first-generation diesels as other Brazilian meter-gage lines move on to the second generation. Yet so far the Texans have stayed and continued to work. Today they are still pounding down to Imbituba with 25 loaded cars of coal.

It took me a day to convince my host that the best way to photograph a locomotive is not to sit up on

some hill but to get down lineside and chase the engine as she goes about her work. On the second day, Dr. Doetsch, the chauffeur, and I headed for the mine at Lauro Muller. The chief usually went by railcar, but rode an auto to help me take more photos.

The road to Lauro Muller is a steam chasers dream, paralleling the track for several miles. Our auto loped alongside as the Mallet churned up the valley. We'd drop back and view the rods and drivers and the engineer leaning out; then we'd speed ahead, look back at the long leading truck, and watch the thick brown coal smoke rush from the stack with each beat.

There must have been 100 mines in the Appalachians in the U.S.A. that looked like Lauro Muller. The difference is that here the operation still throbs with activity and here an Alco 4-6-0, complete with slanted stack and yellow spoked driving wheels, still runs the coal cars up the ramp to the loading platform, while a Baldwin Mallet backs the empties into the chutes.

The mine manager, Dieter Dihlmann, was as effusive as Dr. Doetsch in welcoming me to Lauro Muller. As it happened, a mining executive was visiting the place and for this special occasion we lunched in a Swiss castle overlooking the town. The castle was built long ago by a mine owner. Today it is used for company business.

We were served a fine vintage wine and the usual six-course Brazilian meal. The friendly natives and the warmth of the wine, plus the recent morning we had spent pacing the Mallet, and the whistle of the Alco ten-wheeler drifting through the castle windows, all of these I shall always remember.

Other exciting steam attractions may be seen in the Santa Catarina area. Beside the Alco 4-6-0 at Lauro Muller, there is an engine describable as "a little sweetie." A Baldwin product, she is a stubby 0-4-2T with squared-off cylinders and a definite turn-of-the-century look. She is the reserve engine at Lauro Muller and was in steam two months before my visit.

The power plant and washing area at Capivari is separate from the EFDC. They use two immaculate Jung 2-8-2's, built in 1957, and keep in reserve an 0-4-0T without a nameplate.

Finally, at Imbituba, the Compania Docas Imbituba employs two ex-EFDC locomotives to move the coal hoppers around the port. There I saw an Alco 2-8-0 and a very attractive wooden-cabbed Alco ten-wheeler, built in 1920. Possibly in reserve, although looking a bit shabby, are a 1910 Beyer-Peacock 2-6-2T and a Manning Wardle 0-6-0T vintage of 1915.

After I had thanked my Portuguese-speaking guide and was preparing to leave Imbituba, another surprise awaited me. With a hand signal the guide indicated that I should wait *un momentito*. He fetched a key and opened up a dark shed to reveal three pristine industrial locomotive wonders. Brightly painted and probably not having turned a wheel in twenty years was another Manning Wardle 0-6-0T, an ancient-looking 0-4-0T; and lastly, a 1910 Henschel 2-4-4T with a copper-capped pipe smokestack at least three feet tall! To my distress, my camera ceased to function at this moment, and these historical museum pieces still rest in darkness without my having their images on film for posterity.

Later, I came upon other active steam locos in the state of Santa Catarina. The all-steam EF Santa Catarina at Blumenau folded up in July, 1971, but the VF Parana-Santa Catarina in the northern part of the state still maintains some steam for yard work and ballast. No. 250 is a Brazilian-built Ponta Grossa Mogul assembled from spare parts during World War II. No doubt a bit of Europe and America are fused together in this exotic beauty. She works at Joinville. The yard goat at Mafra is another rarity, an 0-6-0 wood-burning Meuse built in Belgium. Also, woodburning Henschel and Baldwin Mikes are still in steam but this year will probably see their finish. So if you want to take photos, do it soon.

How long will the meter-gage miracle at Tubarao last? I don't know. Neither does Dr. Doetsch. I do know that Brazil is a dynamic land, that most other major Brazilian railways have all ceased to use steam, and that the Estrada de Ferro Dona Teresa Cristina will not be allowed to wither away with decrepit equipment. The current situation cannot last indefinitely. Like Cheyenne's Big Boys of 1957 and Mexico's Niagaras of 1965, the Mallets and Texans of Tubarao, will one day disappear forever. ●

A Baldwin 2-6-6-2 at Lauro Muller

Steam Locomotives in Santa Catarina, Brazil

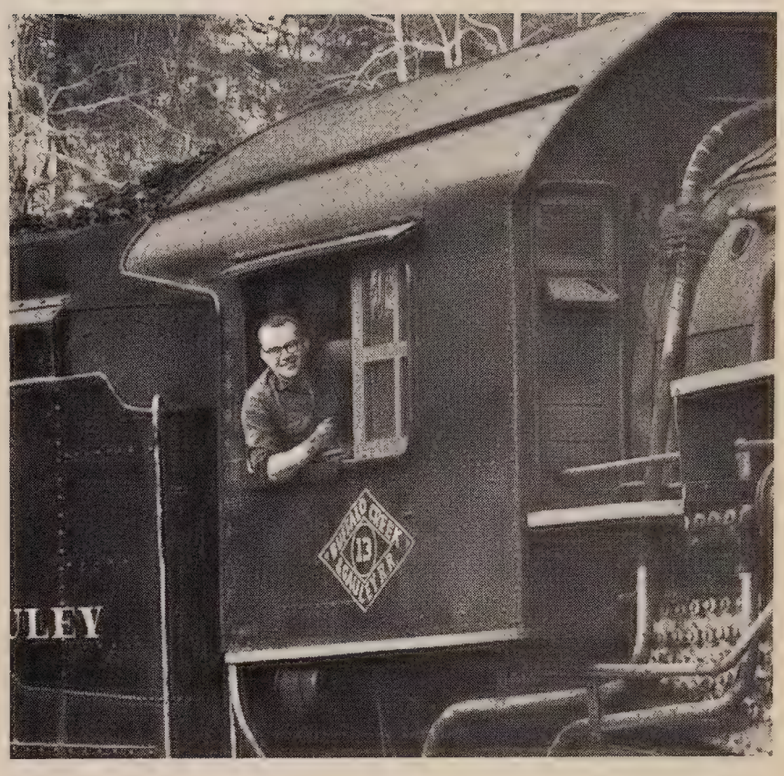
No.	Builder	Type	Built	Traction	Weight	Notes
	Estrada de Ferro Dona Teresa Cristina					
50-52	Baldwin	4-6-2	1925	11,500	69 tons	
53	Baldwin	4-6-2	1922	11,500	78 tons	ex-Centro Oeste
153-157	Amer. Loco Co.	2-8-2	1941	20,500	94 tons	
160	Baldwin	2-8-2	1946	34,000	133 tons	in repair
203-205	Baldwin	2-6-6-2	1950	29,700	123 tons	
	Baldwin	2-10-4	1940	40,900	174 tons	8 locos
300-312	Alco	2-10-4	1940	40,900	174 tons	2 locos
	Baldwin	2-10-4	1947	40,900	174 tons	2 locos
79	Baldwin	0-6-0T	1922			static
	Lauro Muller Mine					
26	Amer. Loco. Co.	4-6-0	1920	18,700	69 tons	ex-EFDTC
10	Baldwin	0-4-2T	?			reserve
	Capivari Power & Washing Plant (CSN)					
4-5	Jung (Germany)	2-8-2	1957			
2	?	0-4-0T	?			
	Compania Docas Imbituba					
25	Amer. Loco. Co.	4-6-0	1920	18,700	69 tons	ex-EFDTC
100	Amer. Loco. Co.	2-8-0	1919	18,300	73 tons	"
26	Beyer-Peacock	2-6-2T	1910			2 locos
	Manning Wardle	0-6-0T	1915			storage
	Henschel	2-4-4T	1910			storage
	?	0-4-0T	?			storage
	Rede Viacao Farana-Santa Catarina (active as of July '71)					
130	Meuse	0-6-0	1912			Mafra yds.
239-240	Baldwin	2-6-0	1885			
250	Ponta Grossa	2-6-0	1940			Joinville yds.
311	Lima	4-6-0	1913			
368	Henschel	4-6-0	1910			
387	Baldwin	4-6-0	1913			
629-649	Baldwin	2-8-2	1925			7 operating
650	Schwartzkopff	2-8-2	1936			

East Broad Top Consolidation No. 12, cloaked in steam, in this night shot deep in the Pennsylvania rolling hill country.
Photograph by Dan Fink

INTERESTING RAILFANS No. 116

DANIEL FINK

by FREEMAN HUBBARD



Dan Fink in cab of Buffalo Creek & Gauley No. 13 on a January day in 1964. At time of photo regular operation had ceased. Railfans made annual pilgrimages to BC&G during steam days.
Photo by John Killoran

JOHN HENRY, the steel-drivin' man, packed a mighty wallop. So did Daniel Fink. The first summer Dan worked on a Reading section gang at East Penn Junction, Pa., he swung so hard that he is said to have broken more handles on spike mauls than his wages could pay for—and there weren't enough rainy days to fix them up. Which recalls the time when I was a kid and hired out as a farm hand for a summer vacation at Collingdale, Pa. The old farmer gave me a sharp grub-hoe to dig up weeds in a cornfield, warning that he'd dock me ten cents for every good cornstalk I cut down. Well, sir, a dime then was real money—and the pay I'd get for a week's labor of long hours under a broiling sun wouldn't buy a second-class dinner today. But late that afternoon, when I counted how many cornstalks I had laid low, I was in debt to the farmer for the privilege of having worked on his land!

Dan was born December 6, 1937, in Allentown, Pa., a city which served briefly as capital of the United States when General Washington's army was retreating westward from Philadelphia in 1777. His father is a banker, his mother a registered nurse. The boy couldn't see any railroad from his home, but at night he heard steam whistles wailing and the bark of exhausts as unseen trains burnished the rails of the Reading, the Lehigh Valley, and the Jersey Central. Those sounds made him a railfan. He was disappointed when the honk of airhorns replaced the "lonesome" whistles.

"The first diesel unit I remember," he tells me, "was in Allentown switching flatcars from the Ringling Bros. and Barnum & Bailey train after they had been denuded of gaily-painted wagons for the street parade. In those days the show boasted a big top. For me it has never quite seemed like a circus since they folded the acres of canvas for the last time and cancelled the street parades."

Dan grew up in an era when communities were proud of their passenger trains. He recalls how his father would march him down to the Reading-CNJ depot to watch the evening express, with piercing white headlight and illuminated coach windows, pull in from Harrisburg, change engines or just take on water, add or uncouple a few cars, and depart in a swirl of glory.

"Then," he says, "we'd hurry on for the next act, the northbound *Black Diamond* arriving at the Valley station a city block away. With two shiny Pacifics on the smoky end of 18 or 20 red cars, it would crash over the diamond immediately after the crossing gates dropped at Union Street."

Dan made his first rail photos with his father's folding Kodak. Showing engines and cars not far from his home, they served as a guide for the tinplate railroading he plunged into at age ten. In 1955 his father bought him a second-hand Argus C3—almost too late for use in photographic mainline steam, although in 1965 and '57 Dan produced several photos which Alvin Stauffer used in his book *Pennsy Power*. In the fall of 1955 our hero went to Penn State University to study geology and mineralogy. The only railroad serving State College, Pa., was the all-diesel Bellefonte Central, but during the next two summers he worked as a Reading gandy dancer.

Says he: "Getting that job under section boss Henry Benner was due partly to the fact that I had gone to school with his daughter and was dating her. I never could equal the dexterity of ex-

perienced trackmen. With a single hand on the spike maul—showing off to greenhorns like me—they could sink a spike into a creosoted wooden tie in four hits, making only one mark no bigger than a dime. With my blundering, I sometimes put four separate abrasions on the spike head, each scar as large as a nickel."

Dan was then living at Emmaus, Pa. The section he worked was on the doubletracked East Penn branch, including the Allentown yard and part of the Perkiomen branch. After graduating from college, unable to find the kind of job he wanted, Dan enlisted in the Army and became a photographer in the Army Security Agency at Fort Bragg, N.C. His buddy there was Harry A. West, a young fellow from Sarasota, Florida.

"In addition to our mutual distaste for military service," Harry writes, "our common ground was the visual arts, he as a camera man and I as a commercial artist. Dan's most outstanding trait is intensity of purpose. While our Army unit was on bivouac, we were assigned as gate guards to the encampment during field exercises. This role being unfamiliar to Dan, he asked our duty sergeant exactly what was expected of us in our twenty off-duty hours each day. The sergeant told us to stay in the area of our pup tents so as to be available if needed. We did that, meanwhile scrounging around for reading matter other than training manuals in order to retain our sanity.

"When the bivouac ended, the sergeant severely reprimanded us for not having posted ourselves at the entrance to the command tent to share the chores of an aspiring young private who had assumed this task. As punishment for our 'misinterpretation' of the sergeant's instructions, he ordered us to clean and repaint the battalion commander's jeep. Dan decided that since we had to do this job we'd do it right. We'd not only clean and paint the jeep but sand it down, blacken the tires with white-out letters, hand-letter the stenciled lettering on the vehicle, and paint on it the battalion commander's crest and the commander's name.

"Dan had us so charged up on the job that when our commander got wind of it we were ordered, under threat of stockade, to do no more than merely maintain the previous appearance of the vehicle. Regulations did not allow wheel covers, a polished finish, or white lettering on the tires. Even so, we made the commander's jeep the finest one in the battalion; but the sergeant couldn't decide whether or not we had been punished."

While Dan was stationed at Fort Bragg his favorite railroad was the nearby Rockton & Rion, of which he took so many pictures. Once he chased its road engine in his Dodge, which smoked almost as much as the Baldwin because no sooner had he gotten to the Anderson quarry than he blew a piston ring, but he made the photos anyway.

Dan is expert at bookbinding. He has bound into two handsome little volumes some of his photos of operations on the R&R and elsewhere. Also he has bound most of his back issues of *Railroad*, *Trains*, and the NRHS *Bulletin*. They form the backbone of his 90-book railroad library. He also has a modest railroad record collection, and numerous railroad photos and negatives, mostly those he made. Also a switch lantern, a few hand lanterns, some gages, and a small steam whistle. For years the lanterns had been stored in his mother's basement; but when she wanted to give them away he was shocked and promptly brought them over to his own home.

Dan and his wife, the former Mary Ann Reid, and their two children, Danny, seven, and Laura, five, live in a century-old farmhouse (Rte. 1, Mt. Morris, N.Y. 14510). Inside, the walls are adorned by some of Dan's photography and paintings: railroad scenes, landscapes, and flowers. In addition to gardening, Dan does quite a bit of swimming each summer and shovels snow, chops wood, and goes sledding and ice-skating in winter.

Picture-taking intrigues Dan Fink so much that Ohio University, with one of the country's best photo schools, gave him a Master of Fine Arts degree in photography. This fairly launched his present career. He worked as a professional camera man at Miami University in Oxford, Ohio; went back to Ohio U. on a teaching fellowship, received a doctorate there in 1968, and later began teaching photography, painting, and photographic and art history at Geneseo College of Art and Science.

"The job is quite a challenge," Dan tells me. "Best of all is the satisfaction I get when a student has found that some of the information he learned in my class is both interesting and useful in daily life. I work near Eastman House, the photographic museum where I studied for a while, and not far from it are two steam tourist lines, the Arcade & Attica and the Livonia, Avon & Lakeville. I enjoy making and seeing photos of steam power in almost any form.

The loco shown on our front cover, ex-Canadian Pacific 1286 (4-6-2), climbs grade toward East Penn Jct., Allentown, Pa., running on the Jersey Central tracks on High Iron fantrip, August '67.
Photograph by Dan Fink

"At times I also like diesels at work; and the art historian in me has me shooting photos of railroad stations at an ever-increasing rate, now that they are passing out. Another favorite subject of mine is railroad men at work. In each case I aim to create a mood pictorially, a mood which captures the moment or perhaps the rail flavor. I delight in night photography and shoot pictures in falling snow or thunderstorms. Weather and lighting conditions contribute to drama."

Paul H. Hepler, chairman of the art department at Geneseo College, writes: "Dan Fink is sometimes tense and impatient, which, with a dedicated persistence, gives him a relentless drive that at times I find somewhat exhausting. He has helped to reorganize one of our comparative arts courses. I have given him key committee assignments in evaluating that are normally reserved for chairmen or older faculty members. He has also reorganized our slide library, including a 35 mm slide production cabinet he designed for color and glare control. Four members of our department have rail interests. Both Dan and I have worked for railroad maintenance of way and we take rail trips and train-chasing ventures together."

Last February, Dan and Paul Hepler drove to the East Broad Top at Furnace Hill, Pa., and stayed there overnight. Next morning when they wanted to take pictures a blizzard was raging. About twenty inches of snow covered the ground. All runs had been cancelled. Since they had journeyed so far, C. Roy Willburn, the road's operating vice president, let them shovel snow off the turntable so that two steamers, already hot, could be eased out of the roundhouse and photographed. The table is not very long, but while they were shoveling snow that day the two railfans thought it was endless.

With No. 17 on the table, Dan waded across a shallow creek that gurgled nearby and climbed up the snowy hill to shoot the whole white-mantled scene. Intent only on photography, Dan plunged into a snow-covered hole, with his camera and an extra lens, but re-

Laura (5), Danny (7), and Mary Ann Fink enjoy view in front of Livonia, Avon & Lakeville No. 10 at Lakeville, New York. Dan is quite a family man.

covered everything in good condition and made the photos. Afterward, driving home through the blizzard, the trip took him 15 hours instead of the usual six.

"We spent that incredible night struggling back home with roads closing and being turned back," Paul writes. "For three hours we sat grimly under a bridge, marooned by snow. But Dan will pack cameras and slog through almost anything to get 'just one more' picture. He is almost completely without vanity and impresses all of us with his scholarly abilities. He has a historian's concern for vanishing Americana."

Dan's present job is associate professor of art at Geneseo college, but he says he'd be happier firing a steam locomotive with the hope of taking over the right seatbox some day.

"When the Reading was phasing out steam," he reminisces, "I traveled to Reading, Pa., on several occasions to photograph No. 1251, the shop's steam switcher. One day, during a summer break from graduate school, I was tapped on the shoulder and was marched into the diesel shop (an unexpected joy) and into the shop superintendent's office to be threatened with arrest for trespassing on company property. The super was right. Although when I was an employe of the Reading I had spent many happy hours photographing in that very area, I was no longer on the road's payroll. I sweated with embarrassment, but the super generously wound up the case by giving me a handful of company shots of both the 1251 and 2100."

Dan likes very few of the rail-girl shots he sees in *Railroad Magazine*—"not because I am allergic to girls or photos of females," he says, "but because I dislike an artificial, contrived arrangement with no redeeming organization of the picture or convincing relationship between the young woman and the railroad. When the scenes with girls in them seem natural or when they emphasize the individual woman and not just her body, I am for them."

This criticism shows maturity. It is quite different from the corny references to *Playboy* that some readers indulge in. Dan has expressed, in different words, exactly what I often write in personal letters to rail-girl photographers: don't let your picture look too obviously posed. The subject matter of a photo should be handled as skillfully as the facts in a well-written magazine article.

Back in 1956, when Railfan 116 was working as a bus boy in a Penn State cafeteria, he fell in love with the cash-register girl there, Mary Ann Reid. Both were sophs. Brown-haired and brown-eyed, she is four days older than Dan, is of medium height, and weighs a trim 112 pounds. When they first met, she was majoring in journalim. Later she received an M.A. in English from Ohio U, and after that they got married.

Dan has a collection of newspaper and magazine clippings that would put a packrat to shame.

"It seems that everyone we know saves clippings for him," Mary Ann tells me. "He tends to be shy with strangers, but fascinates me because of the variety of his interests. If he comes home around 5:30 p.m. tired from teaching, he feels somehow that he has wasted a lot of time because he does not feel fresh enough to paint, write articles, or engage in photography or model railroading.

"Folklore and Americana appeal to Dan. He collects Pennsylvania Dutch artifacts and pictures. Several times he

Tickets sold at booth on your right for this trip into the twilight zone and a view of a Pennsy steamer at Altoona.

has photographed his uncle's barn, a typical Pennsylvania Dutch landmark adorned with hex signs designed to ward off evil spirits, and family gravestones in the local cemetery. We spent our honeymoon on Cape Cod, including a visit to the two-foot-gage Edaville Railroad."

Among the 20th century celebrities who have influenced Dan's thinking are Winston Churchill, Vince Lombardi, Willy Brandt, and Everett Dirksen. His regular reading matter includes rail, photographic, and art magazines, and the latest book he has read is *The Master's Men,* a study of the twelve Apostles by William Barclay.

Dan is a six-footer. For some time he was seriously overweight from eating like a day laborer, but is now on a diet, is down to 225 pounds, and hopes to lose at least 25 more. Even then, according to figures in medical books, he would still be too heavy for optimum health and vigor. There's a wise old saying, "A lean horse for a long race."

Brown-haired and bespectacled, and blue-eyed, he looks like the typical "Pennsylvania Dutchman" that he is. He says: "Glasses can be a darned nuisance to a photographer, especially in crisp cold weather when you're trying to peer through a view-finder."

Like many of us, Dan has sideburns and fairly long hair. "Even so," he says, "I am far from matching most of my students in that respect." He dresses casually, is a Presbyterian and politically conservative. Quick and energetic, with a good sense of humor, he eats rapidly, walks fast, and always seems to be in a hurry. There is not enough time for him to accomplish all he wants to do. Plenty of us are in the same boat. His father, Daniel A. Fink, tells me that he goes through periods of elation and depression. A lot of other people do also.

Dan has had many photos published, including our current cover, and he contributed an article on the Dutch painter Johannes Vermeer to *The Art Bulletin.* One of his hobbies is model railroading. In spare time he is building a railroad model of the area around Mauch Chunk (now Jim Thorpe), Pa. His parents spent a honeymoon there, long before Dan was born.

"I enjoy my own photos more when another person finds something in them," he says. "I'd like to see the same fantrip covered in your magazine by several different photographers, each giving his or her own interpretations of what they saw." ●

Three photographs by Dan Fink

At the station in Allentown, Pa., where Dan Fink had so often viewed the arrival of this train in steam, he watched her last arrival on an August evening in '67 with Jersey Central Alco No. 1603. The old *Queen of the Valley* was no more.

PASSENGER

AMTRAK has cut fares on many conventional intercity trains in eastern United States between 10 and 25 percent, effective June 11th, while it boosted those in the West and on the New York-Washington *Metroliners* about 10 percent. Rates fell 20 percent for coach passengers and 10 percent for first-class riders on six routes. These routes are New York-Chicago, Washington-Chicago, and New York-Kansas City, Washington-Kansas City, Chicago-Detroit and Seattle-San Francisco.

Last December Amtrak cut fares on its Boston-New York run by up to 22 percent. Since then, traffic in this corridor has jumped almost a third.

Fares on the popular *Metroliner* have just gone up to $19, an increase of $2, for coach passengers, and to $30.90, an increase of $3.50, for first-class riders, for those traveling the full 227-mile route. Increases of up to $1 have been imposed for shorter trips. However, the fare on conventional trains between New York and Washington dropped 13½ percent to $11.25.

Rates on four long-distance trips in the West, where fares are historically higher, have gone up between 5 and 10 percent. In addition, a uniform family-fare plan, providing discounts of 33 percent for spouses and kids between the ages of 12 and 21, and a 66 percent discount for children under 12, has been established by Amtrak, which is also expanding its acceptance of credit cards.

Says Roger Lewis, Amtrak's president: "The fare package was developed after an intensive route-by-route analysis of Amtrak and competitive services and was designed to make economical train travel available to more people, boost revenues by increasing ridership. We have had to face the hard realities of increased labor and material costs of some $23 million per year, and a projected operating deficit of some $123 million for fiscal year 1973.

"The fare increases will only partially offset these built-in cost increases and the deficit. The principal benefit from the changes is expected to come from filling up the empty seats on all our problem routes."

Mr. Lewis explains that the fare structures inherited by Amtrak from 13 railroads differed considerably region from region and to some extent was inequitable, fares in the East being much higher than those in the West and the South.

HARRE W. DEMORO of Oakland, Calif., one of our *Interesting Railfans* and a staff writer for the *Oakland Tribune*, says:

Although still plagued by political and financial problems, Amtrak officials say they have improved West Coast passenger service to the point where they now feel safe in advertising it. And if the southbound Seattle-Oakland-Los Angeles train that left Oakland the other day is any indication, Amtrak is running cleaner trains.

"Tell the people to come aboard and get their feet wet," urged Ray G. Brown, an SP conductor and 42-year rail veteran. "Once the public rides an Amtrak train, they'll come back again," he added, as he picked up tickets in the combined lounge and dining car.

Richard A. Snyder, an Amtrak passenger services manager, was aboard the tri-weekly Los Angeles-Seattle train doing research for brochures to be issued on the various trains for the summer travel period. Although Amtrak has been criticized as ignoring the West in favor of the high density routes east of Chicago, Snyder said publicity through brochures is being emphasized for West Coast trains.

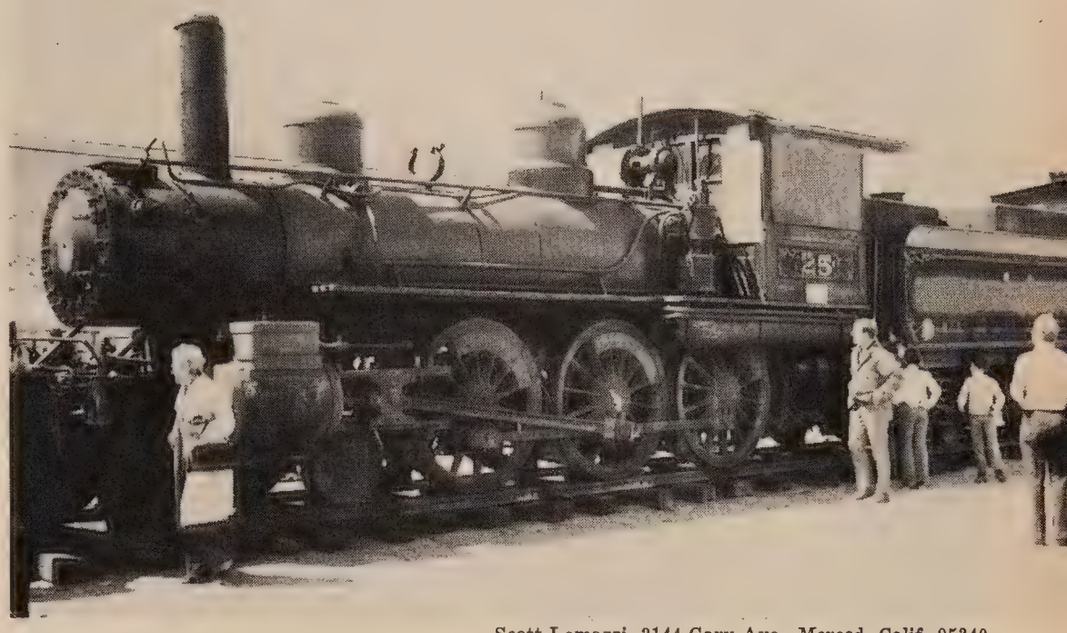
FREE use of a new automobile for a week in Florida is yours under the new "Free Wheels" program by Amtrak and Kinney-Universal Rent-a-Car. A minimum of three round-trip coach fares from Chicago or New York and Florida will give you the use of this auto plus unlimited mileage. Cars are available at Orlando, Tampa, St. Petersburg, West Palm Beach, Ft. Lauderdale, and Miami.

You and your family can pick up or drop off the car at any of these cities and board a train at your convenience. Travel-weary drivers will find both food and lodging aboard the train. This program also means it isn't necessary to drive the long route south in order to have a car at your disposal upon arrival. Amtrak trains will get you there in comfort.

"GIVE Amtrak a fair trial," urged Anthony Haswell, chairman of the National Association of Railroad Passengers, 417 New Jersey Ave., S.E., Washington, D.C. 20003, adding, however:

TRAIN SURVEY

(left) Sandy Cooper and Johnny Fulwider strum out banjo music in Southern Pacific diner for railfans as Virginia & Truckee special heads home. (center) Old Washoe County combine on siding in Carson City, Nev., and (right) No. 25 of V&T on outskirts of Carson City. Ten-wheeler was built by Baldwin in '05.



Scott Lomazzi, 3144 Gary Ave., Merced, Calif. 95340

Many of Amtrak's trains are slower than 1941 runs over the same routes, and are rough riding nevertheless. On-time performance, with few exceptions, has ranged from mediocre to wretched. Since beginning operation, Amtrak has seriously downgraded quality of service on some routes, including Chicago-Champaign-Carbondale, Chicago-Cincinnati-Newport News, and Chicago-Louisville-Florida.

Outside of the Northeast Corridor, Amtrak has not done any "hard-sell" promotion and advertising intended to persuade travelers to ride specific trains and services, nor has it made any meaningful effort to get a significant volume of mail and express on any of its trains. Amtrak management has not established effective control over the cost and quality of the day-to-day operations of its trains; it is totally at the mercy of the railroads.

As a consequence of these and other errors of commission and omission, there has been no significant gain in Amtrak patronage outside the Northeast Corridor, and losses are rising rapidly. In short, the baby is being strangled in its crib. By whom, why and what can we do about it?

Of Amtrak's 11 directors, 8 were appointed by President Nixon. The other three were elected by the railroads. There is widespread agreement among knowledgeable people in Washington that powerful advisers of the President, including John Ehrlichman, George P. Shultz, and Caspar Weinberger, are opposed to passenger trains and to Amtrak, and want to get rid of Amtrak as soon as possible.

They do not believe there is a need and place for rail passenger service; they want to hold the line against what they view as wasteful government spending; and perhaps most importantly, they value the support that the President gets from the Southern Pacific and its chief executive, B. F. Biaggini.

Southern Pacific, Burlington Northern, Southern, and others are opposed to Amtrak for at least three reasons: They do not want Amtrak trains getting in the way of their profitable freight trains; they fear that in some way to some extent they will have to absorb part of the cost of Amtrak operations; and they fear that Amtrak is the first step toward total nationalization of the railroad industry.

With their influence in the White House and their representation on the Amtrak board, the railroads are in a strong position to achieve Amtrak's demise.

Transportation Sec. John A. Volpe is sincerely committed to Amtrak. However, indications are that his influence over transportation policy is almost as limited as that of Sec. of State William P. Rogers over foreign policy. The White House has agreed to Amtrak's pending request for $170-million additional funding, but this merely indicates a common-sense political judgment that the dissolution of Amtrak would be too messy an event to risk in an election year.

We must let President Nixon know that he will be held directly responsible for Amtrak's future. We must ask him to take whatever action is necessary to give Amtrak a fair trial. And we must tell him in no uncertain terms that in view of Amtrak's record to date, any proposal in 1973 to dismember or abolish Amtrak on grounds that "we tried but it didn't work" will be absolutely unacceptable.

AN INVESTIGATION is being made by the Consumer Frauds Bureau of the New York State attorney general's office into the handling of refunds on thousands of partly used weekly and monthly tickets on the Long Island Rail Road. At one time, the LIRR based its refund policy on the number of times a weekly or monthly ticket was used. But now, on orders from William J. Ronan, chairman of the Metropolitan Transportation Authority, it is based on the number of days the "ticket is in effect" and how quickly a person stops using it and turns it in if for any reason, illness or otherwise. The office of Attorney General Louis K. Lefkowitz began looking into the matter after getting many complaints from riders who said they had paid more for a weekly or monthly commutation ticket which they did not fully use than they would have paid for one-trip tickets.

AMTRAK is gradually putting its own numbers on its fleet of cars and removing all previous railroad identification; but a new book, *Amtrak Car Spotter*, gives the new number and the former owner and number, the builder, date built, type, and any conversion data on each individual Amtrak car. This 6x9" book, handy for train-watching trips, is available at $2.95 from Wayner Publications, Box 871, Ansonia Station, New York, N.Y. 10023.

Down by the Depot

Union Depot in Columbus, Ohio, will soon disappear to make way for a multimillion-dollar convention complex. Built in 1893-'97, its architect was Daniel Burnham, a neo-classicist who was the main designer of the Chi-

cago World's Fair of 1893. In its heyday, the station had 76 trains a day (B&O, C&O, NYC, N&W, and PRR). Today there are only two: the westbound at 6:10 a.m. and the eastbound at 8:30 p.m. For 20 years or so my father worked as a B&O-C&O operator in Lancaster, Ohio, where the two roads crossed. He remembers directing 13 trains on his 8-hour shift. Today the telegraph office is closed and only two trains run.—John W. Rife, 406 Scott Dr., Lancaster, Ohio 43130.

Indianapolis Union Station, a massive Romanesque edifice built in 1888, apparently has survived a threatened extinction, the city having bought it from Penn Central for nearly $200,000. What to do with it is still undecided. One good idea is private restoration and development into a combined rail-air transportation center and office-shop-education complex. The building stands on the site of America's first union station (built 1853). Further details may be found in *Historic Landmarks News*, Historic Landmarks Foundation of Indiana, 3402 Boulevard Pl., Indianapolis 46208.

DEPOT FANS should enthuse over *Broad Street Station*, a new 54-page picture-book, 6x9", compiled and published by Harry P. Albrecht, 40 Wilton Ave., Clifton Heights, Pa. 19018, selling at $4.10 postpaid. It includes rare photos, historical data, and a track layout map. This station was not only one of the nation's greatest terminals but was also, for 52 years, headquarters of the Pennsylvania Railroad, listed in the *Official Guide* as "The Standard Railroad of the World." The book just oozes nostalgia of steam and trolley days. For me it is a journey down Memory Lane. My father worked in Broad Street Station for 43 years. I knew the fine old edifice like the palm of my hand and loved it. This terminal was partly destroyed by two big fires; I witnessed them both, and both are pictured in Albrecht's book. —*Freeman Hubbard.*

Harry Payne Albrecht, author of new picture book, Broad Street Station, sits beside the books he has written. Albrecht, a retired Pennsy freight clerk, has published eight books, and has assembled a large rail picture collection, mostly from Phila. area. Philadelphia Sunday Bulletin

Canadian Passenger Trains

YOUR June issue said the only international passenger-train service between the U.S. and Canada was operated by CP Rail, the Toronto, Hamilton & Buffalo, and Penn Central. Not so. The White Pass & Yukon Route runs daily passenger trains 1 and 2 between Skagway, Alaska, and Whitehorse, Yukon Territory. While this is a mixed train in summer, we carry up to 8 parlor cars in each consist. This summer, Nos. 1 and 2 are straight passenger trains. Also during the summer we run an additional passenger train of up to 12 cars between Skagway and Bennett, B.C.

Our parlor cars are still the open-vestibule type, stove-heated. Some date back to 1880; four were built in 1969. Our trains are not operated by Amtrak nor Government-supported. We have no mail contracts and no desire to drop passenger service. Furthermore, we are never overrun by railfans. Virtually only tourists travel here in summer. Our busy narrow-gage road has superb scenery. So when you come here, bring your camera and plenty of film, for you'll see railroading such as you never saw before.—Bernard J. Kern, shop foreman, WP&YR, Box 231, Skagway, Alaska 99840.

ANOTHER international passenger train is the *State of Maine*, running between Buffalo and Toronto. Also, Canadian Pacific trains 41, 42, the *Atlantic Limited*, are alive and well, thank you, running between Montreal, Que., and St. John, N.B., with stops in Maine at Jackman, Greenville, Brownville Jct., Mattawamkeag, Danforth, and Vanceboro.—James A. Robertson, 22 Sunnyvale St., Beverly, Mass. 01915.

INTEGRATION of the off-season transcontinental trains of CP Rail and the Canadian National, both of which services lose considerable money, is a tougher job than was expected. Last fall, you may remember, the Canadian Transport Commission urged integration as a means of saving money for the taxpayers, who are liable to pay 80 percent of the trains' losses. Months of discussing the problem involved have impressed both systems with its magnitude. Although CTC pressure will eventually lead to an integrated service, there is some doubt as to whether or not it can be done by this fall, the CTC target date. The two big railways are trying to work out plans for a common reservations and ticketing system, a common fare structure and use of common stations in cities where this is not already done.

Each of these broad categories gives birth to headaches. For instance, using a common station in Winnipeg is made difficult by the fact the CNR tracks are about 30 feet higher than CP Rail's. In Montreal, the dome cars which CP Rail uses on *The Canadian* are too high to enter CNR's Central Station.

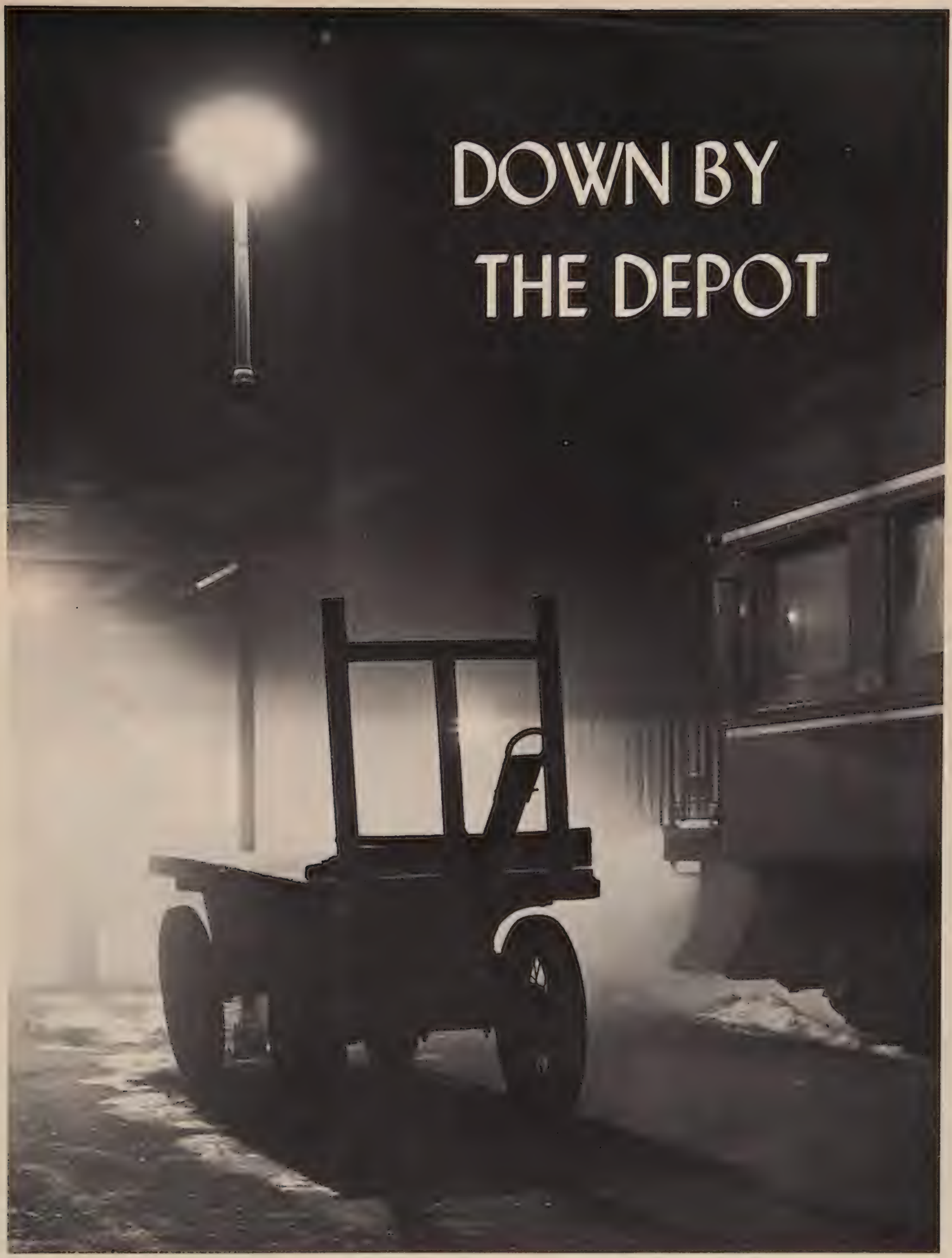
Discussions haven't even been started yet on the question of common fare structure. CNR has its incentive red, white, and blue fares, and is adamant in wanting to keep them. CP Rail looks with suspicion on the possibility of a drop in fares.

The color-marketing system with which CNR boosts off-peak passenger traffic is now ten years old. The occasion was celebrated by giving each dining-car rider a slice of red, white, and blue birthday cake. First tried out in the maritime provinces in 1962 as an experiment, the system was later extended to CNR lines all over Canada. It increased traffic by offering lower fares in off-peak periods.

When CNR established the cut-rate fares, it revamped its service by introducing new color schemes on interiors and exteriors of its passenger cars, serving free meals to sleeping-car passengers, and providing bingo for adults and playtime for kids aboard trains.

Jack W. Pickersgill, president of the Canadian Transport Commission, says he has greater hope in the future of passenger rail service than he had two or three years ago.

CANADIAN NATIONAL'S troubled *Turbo* is going back into operation early in 1973 for three years. Canada's first turbine-powered train will operate between Montreal and Toronto, as it did previously. Meantime, the consortium building the LRC (light, rapid, comfortable) train, says it is going ahead with development of the new train. An official of Alcan Products Ltd., one of the members of the consortium, says if the *Turbo* finally works, it could boost the rail passenger business and could create a market for LRC trains. The *Turbo* began to run in the summer of 1967 and saw service for less than a month in 1968 and for six months in 1970-'71, before being withdrawn.



Winter setting of empty baggage cart under an arc light in the Penn Central station at Syracuse, N.Y. This picture was taken when all was quiet and still, and late on a mid-January night. It seems you could almost hear a snowflake drop.

Photograph by Ulysses, 403 Bryant Ave., Syracuse, N.Y. 13204

Penn Central commuter train outside Clifton-Aldan, Pa., station March '72.

Bob Storks, 1421 Arch St., Philadelphia, Pa.

Philadelphia, Wilmington & Baltimore No. 98 at old Broad Street Station in Philadelphia sometime during the 1880's.

From Harry P. Albrecht's new book *Broad Street Station*

Southern Pacific's *San Joaquin Daylight* slows for stop at Bakersfield, Calif., behind 4 diesel units on Oct. 10, '65. Trains 51 and 52 on line became memory in May '71 with coming of Amtrak.

David Megan, 3900 Hollyline, Sherman Oaks, Calif. 91403

Sue Liceaga of Calumet City, Ill., collects train orders. We see her getting "flimsies" from engineer of the Milwaukee's *Prairie State* when it stops at Joliet, Illinois.

Robert W. Streich, 679 Saginaw Ave., Calumet City, Ill. 60409

Amtrak train No. 4, better known as the *Super Chief/El Capitan*, gets serviced in Albuquerque, N.M., as Tigre Borin, 3, and her mother examine the wares of Indian vendor. In the long ago days when the *Chief* and *El Cap* ran in separate sections, travelers could get out at Albuquerque and wander through an Indian museum maintained at the Fred Harvey depot hotel. Now the hotel is gone and the depot clock has a forlorn "For Sale" sign on it. Long remembered by the Chicago-to-Los Angeles Santa Fe passenger are the famed Harvey House meals served in diners and depots.

E. Borin, Box 2098, Berkeley, Calif. 94702

Repeated onslaughts by vandals were giving a very dismal look to the stations of Staten Island Rapid Transit system, so more than 80 Girl and Boy Scouts decided to do something about it. Aided by various interested parties, the Scouts, busy with 100 gallons of paint, brushes, rollers and special painting gloves, did their thing in giving seven stations along the line a new look.
Metropolitan Transportation Authority

Scouts Give New Look to a Staten Island Station

A LITTLE ACTION

by HAROLD TITUS

Illustrated by JAMES C. GRELLER

GEORGE HOSKINS, small, spectacled, and sixtyish, was relieved by the third-trick dispatcher at 4:01 p.m. He went wearily down the hallway, right shoulder higher than his left from so many years at key and switchboard, turned into the washroom and emptied the lukewarm coffee in his vacuum bottle down a drain. He wrapped his sandwiches in a newspaper and gave them to an aged redcap at the waiting-room entrance. Ella always complained when he didn't eat, and today he didn't want any complaint, even if it was for his own good. His wife never had been able to understand a lot of things; among them, just how it was with a train dispatcher.

George arrived home at 4:34 p.m., and when Ella took his lunchbox out to the kitchen, he dropped into a chair by the radio with a furtive sigh of relief. A violin solo was on. Although he didn't care much about music, he leaned back and closed his eyes as though enjoying it instead of resting.

Ella, large and brunette, was intently solicitous. "You look all beat out."

"Oh, no. Just a little hot downtown." George's scraggly mustache bristled in a slight grin.

She said: "In that chair all day! And here you are in another chair! It's enough to wear you out! The back yard could stand mowing."

"Wasn't it only Friday I mowed it?"

"Oh, all right!" Her surrender was easy, because she was not thinking about grass so much as George's own good.

She picked up the paper he had brought home and glanced at the headlines. "See anybody or hear anything?"

"No. Pretty busy. Passenger special north. Boy Scouts out of Chicago for their summer camp."

GEORGE had entered the office at 7:36 a.m. The general superintendent and Cary, the chief dispatcher, were leaning over the first-trick man's shoulder, and the former was saying: ". . . means a revenue of six thousand dollars. Swell business!"

George glanced at the Chicago Division trainsheet. They were talking, he saw, about special passenger extra 739, due out of Chicago at 7:30, but not yet reported. The special had twelve coaches and a baggage car. Nice train for such times. Brass collars loved it.

"The C&GL's had those Scouts for years," the superintendent said. "If we handle 'em right, we'll cinch the business."

He scowled at the clock. George knew he was thinking that passenger specials are always late getting on the road. No. 19, the time freight, had seventy-eight loads out of Chicago. A lot more important than any passenger special, George might say, with its perishable and regular rush merchandise. But that tonnage was right up to the engine's capacity. Besides, rain was reported south, which meant a wet rail. Erickson, 19's engineer, would go his best to make the time and keep out of the Scouts' way. Maybe others would

go their best, too, to handle both those important trains properly. Yes, indeed.

The Chicago operator came on, voice resonant in the amplifying receiver. "No. 739 at 7:41!" he said.

The super grunted. They'd make up those eleven minutes handily. The man on trick recorded the time and began writing his transfer in the order book as George slid the Northern Division sheet from beneath the Chicago Division's for a look.

The super started for the door and paused. "Those Scouts. We've got to cinch that business."

"Sure," said George, catching his imperativeness. He signed the transfer, and the other dispatcher stood up, handing over the telephone transmitter. George put his head through the loop and sat down. He didn't know it then, but he wasn't going to get up until 4:01 p.m. Spiritually, he would be all over two divisions, but the narrow seat of his pants was going to stay right where it was put that moment.

Landon reported in a nasal singsong: "Extra 1577 at 8:04."

George made the entry on his big yellow sheet, hitched his chair closer to the desk, and shoved it back. He did that when annoyed.

McBain, engineer on that extra, was only twelve minutes ahead of 19's time at Landon and had ten miles to Stover, and the time freight would gain with every wheel turn. McBain should have gone into clear at Landon. You don't take chances delaying time freights these days; passenger trains go into holes for them. And there was McBain, with a slop run, making a holy show of himself.

THIS McBain, now. One of those pushers, always biting off too much. But by 8:16, when Landon reported 19 on time, McBain would know he was in wrong again and would be beating the stack off his engine. The fireman would be bailing coal for Stover hill, working his back ragged to keep steam on her.

George moved his shoulders to stretch his own back muscles in sympathy. You can't be on a job almost fifty years without knowing what everybody else does—when, why, and how. George had gone railroading at sixteen and knew the business from road maintenance up to finance. So he realized what McBain's fireman's back felt like.

And in the extra's caboose they'd be talking it over. When McBain finally shut off, the rear brakeman would pick up his signals before McBain whistled out the zag. George figuratively went out on the caboose platform and down the steps with the man. His hand gripped a chair arm as the shack's would be gripping the handrail; his eyes also watched the ground ahead, and he felt his own body swinging outward and down and his heels hitting the grit before McBain stopped her.

McBain would open her again and beat her on toward Stover, making a bad matter worse because he was rattled. Meanwhile, the flagman would clamp his caution torpedoes on the one rail and trot along the track, get his stop guns in place, unfurl his flag, and wait. He'd be muttering and watching his caboose dwindle, and cock his eye and ear for 19.

George left the flagman and got into Erickson's cab, if you understand. And he began to growl with Erickson when he got the caution explosions, and shut off with Erickson for the flagman, and hitched around with Erickson as the man scrambled up the steps, demanding to know what in the name of this-or-that was up. The shack would tell him, and Erickson would get them going again as fast as he dared and be asking what in the hell chance a man with that tonnage and a wet rail had of making his time if these sonsabitches with extras kept gumming things up.

George stared at his switchboard, but didn't see it. He saw, instead, Erickson's reddening face and heard him swear. Before long, Erickson would be seeing McBain's smoke; maybe looking right into the extra's caboose, with his time going to pot and the passenger special boring unhindered from behind.

He took a couple of train reports and rang Stover. "Hear anything of 1577?"

"Not a whisper. . . . Yeah. Sure. I'll call soon's I do."

It was 8:40 when Stover called. "Extra 1577's heading in now," he said. "And 19's whistling for the yard limits."

George nodded. Erickson would be redder than ever. He'd pull them down just enough to let the flagman fall off; then he'd give himself a sharp hitch in his seat and begin lacing it to 'em.

The operator stayed on the wire. A fuzzy roaring came over it, developed a steady rhythm, grew and clarified to the living beat of a hard-worked locomotive's exhaust. Its vigor sent a slow prickle along George's spine. Erickson certainly would pop it to her now! He'd be half out of the window, eyes straight ahead as he hammered past the sidetracked extra.

George's head jerked slightly in the measure of that gathering rush. He could feel, beneath his worn chair, the drive and surge of big power. He could feel the wind, sort of fluttering, as it would be in Erickson's face. His right elbow was suddenly cool, in that stuffy room, as Erickson's would be, leaning on the padded arm-rest of the cab-window sash.

BUT Erickson was seven minutes late and, on toward the terminal, his time wasn't going to give him anything at all over the special. The Scouts had made up their eleven minutes' delay, and 19 certainly would have to keep wheeling.

No operator was between Stover and St. Thomas, where the next report would come from, but an iron operator —an amplifying telephone transmitter —hung on the depot wall at Selkirk, a flagstop; and when George hoped Erickson might have got that far, he turned its switch and listened.

It was 8:52 and no sound; then 8:53 and 8:54. The grade was stiff there, with a bad curve at the bottom, and she might have slipped a little. Erickson would have to ease her off then and blow sand under the wheels. George rang an operator on the Northern Division for a routine call, but in his mind's eye his hand reached for no switch on that board before him; instead, it turned the sander in Erickson's cab. He uttered a light grunt, too, as if he felt drivers fly up beneath his chair.

He leaned closer to the telephone on its flexible bracket and caught the first faint squall of Erickson's whistle, picked out the distant mutter of an engine. It came nearer, swelled louder, crashed and exploded and dwindled, and his mustache twitched as he glanced at the clock. No. 19 had lost two more minutes!

Up north, the local set out loads and picked up empties. The limited made up time lost handling express. But while George Hoskins' mind had to be on both divisions, concerned with all trains, his heart could be where it willed, and that was down below, in the cab with Erickson, while the man fought to get his train up to schedule and keep out of the passenger special's way.

But Erickson wasn't cutting it. Erickson kept losing time. It got to be 9:15, and the time freight had been due out

of St. Thomas a minute before. Then 9:21. And still St. Thomas made no report. George watched the long hand of the clock, crawling steadily down. He scowled, there alone in his chair.

Finally: "St. Thomas!" His head moved closer to the receiver as he responded, "Dispatcher." The voice said: "No. 19's stopped here. He's whistling out a flag."

"Is, eh?" You seldom could tell by George's tone what went on inside him. His voice was even now, but his skin was suddenly hot. "Get out there and find out what ails him!" he ordered.

The stoker was what ailed them. The left elevator of the duplex was what ailed them. A block of wood jammed in the screw was what ailed them.

"Erickson says they'll do better to stop and get it working," the operator reported.

George shook his head. So that's what happened! Fighting their tonnage, the wet rail, and the grades, they'd seen the steam going back. The fireman had gone to work with his shovel to supplement the functioning of the one elevator, but still the steam had dropped.

The average man just doesn't muzzle-load that big power, which is why they're equipped with mechanical stokers. And George knew that those 2100's, like 19's, were so drafted that nobody could get coal up to the front of the firebox with a shovel.

SO THEY'D have got the head brakeman to take the inspection plate off the dead elevator while they kept going as best they could; and once that section of the big cylindrical casting, within which a great screw lifted coal from conveyor to firebox, was off, he'd pulled the wet coal out with a packing hook.

George, in retrospect, was on his knees with the shack in that engine cab. He handled the wrench himself, loosening the three nuts that held the plate in place. He worked with the brakeman just as he heaved coal with the fireman and struggled with Erickson to keep her going with the steam pressure down.

George had his head right down with those three, peering into the elevator, once the plate was off and the coal out. He even swayed to the engine's light roll as he made out that block of wood lodged between the edge of the screw and the cylinder wall. It was wet, and swelled, and jammed tighter than a drum. You get problems like that.

That, in retrospect, understand. And then he went to work on it with them. Likely the packing hook wouldn't pull the chunk out, and Erickson would swear as he got a hammer and cold chisel out of his tool box. They'd be kneeling in that litter of coal and George could feel sharp chunks biting into his knees. He rubbed them and made a face as he took another report on the Scout special. They'd have their heads together, one setting the blade of the chisel, tapping carefully with the hammer. He could feel the warmth and smoothness of that hammer handle in his own palm.

He realized he hadn't been breathing properly. He'd held his breath as a man excited and in a hurry will, to set a chisel blade just right. He gasped through his mouth to relieve the gone feeling in his stomach and called St. Thomas. It was 9:33.

"How're they coming?"

"Still chipping away."

George's stomach began to ache. When the ache became pronounced, the passenger special was due out of St. Thomas in eighteen minutes. If he had to delay it, or lay Erickson out— He rubbed his scraggly gray mustache vigorously with a knuckle. No. 19 finally got out of town, twenty-eight minutes late, only twelve minutes ahead of the Boy Scouts.

It was plenty hot in the dispatcher's office. Thick heat waves wriggled up from the trainshed roof outside and into the open windows, but that wasn't what set sweat on George's temples. Not much! It was working with Erickson to get them going.

Sitting in his chair, he hooked her up along with Erickson. He took it a notch at a time, his hand half closing and jerking when he thought about pulling up that reverse lever. George, back tense, got her into half stroke, along with Erickson. He, along with Erickson, got a swing on them and felt that big Mikado tremble under the beating she had to take, heard her exhaust shorten and sharpen and her drivers click faster over rail joints. He, along with Erickson, got her working smartly, easily, fast and faster, until she ran like a watch and a mill race.

ERICKSON'S time gave him eighteen minutes to Brookville. He did it in sixteen, and George's mild blue eyes were almost glowing when the chief came in and asked about it.

George told him. "But he's got 'em going now."

The chief spat and said, "Judas Priest!" as George began checking up on the southbound local. The local should be heading into clear for the time freight at Lakeside, and when George called Lakeside, the operator said: "Yeah. Just heading in."

Then he cried: "Whoa! Hold on!" After a pause: "Say, he broke 'em in two!"

"Where?" George hitched his chair up and shoved it back.

"Just got the first cars into the siding. Drawbar, I guess."

George's stomach muscles tightened. "Where'd she let go?" "Looks about six cars back."

"Judas Priest!" barked the chief. "Ask him—"

George knew what to ask, with 19 winding it northward and the main line likely to be tied up at Lakeside. Was there anybody around to help, was what he asked.

"Then get the baggageman up there!" he said, and his mild voice carried the suggestion of sharpness.

The flagman would be legging it up the track with his signals, see? The train crew might need help to get done what had to be done in the time they had to do it. They'd have to chain up that broken coupling. Huston, the local's conductor, would be opening the caboose cellar and dragging the chain out alone. It would come a dozen or twenty links at a time, and George fought its rusty weight with Huston. The head brakeman would have to run back to where she'd broken in two, his feet sliding in the ballast shoulder. As the rain hadn't come that far north, it would be hot under the lee of those cars with the sun beating down, and the shack would sweat as he ran. George sweated too, running with him.

"Baggageman gone up?"

"On the run!"

George had to run with the baggageman also. He was breathing rather fast, with all that running and chain-lifting and hanging on to seventy-eight loads with Erickson less than twenty miles from the stalled local.

The head brakeman and the baggageman would be getting the broken drawbar out of the way. They'd have the air coupled and the engineer would be pumping it up as Athena came in to report 19 at 10:05. Erickson had gained two more minutes. At the rate he was wheeling them, that local's crew

wouldn't have any too much time to get into clear, and when George looked up at the chief, his mustache bristled because he shut his lips so tightly.

By then Huston would have the thirty feet of chain out on the ground and setting the brakes on the last two cars, so that when they backed the bad-order car up to where the chain lay and shut off, the rear wouldn't keep on going.

George heard three short whistle blasts. "Moving!" he said.

"Judas Priest!" The chief spat and looked at the clock.

MINUTES ticked off. "They're chaining her up," said Lakeside. "Baggageman's going to handle the switch, looks like."

Huston and his brakeman would be wrestling with the chain now. They'd uncouple the rear, so the chain wouldn't let go under the starting pull. They'd get the chained-up car into the house track with those ahead of it. The engine would go through, back down the side track and out onto the main line for the rest of them.

The engine backed past the Lakeside depot after the rest of them, just as Dollarton, eight miles away, reported 19.

"He's out there now!" said Lakeside. His eyes would be bulging, having caught the report on 19. He'd be expecting George to tell him to put the board out.

George found his foot tapping rhythmically. It was like waiting for word that your first kid had finally been born. Something like that.

"Whistling in his flag!" said Lakeside.

George galloped for the caboose with the flagman. He lifted the pin with the brakeman. He stood beside the switch with the baggageman. He lifted his hand with Huston to give the highball and, with the engineer, opened the throttle.

"He's got 'em!" the Lakeside operator yelped. "They're into the switch!" he cried. "And 19's whistling at the mile board!"

Out there with the baggageman, George pulled on the switch handle and yanked it over, jammed it down into the groove, and grabbed for the padlock dangling on its chain. After he had set the hasp through the hole and squeezed the lock shut, he drew sort of a long breath.

The chief gasped as George took a report from up north. Erickson had picked up ten full minutes. Even so, he was only sixteen minutes ahead of the special's time, and while the chief was saying everything'd ought to be all right now, George began to think about bridge 127 and New Comfort hill ahead of Erickson.

The chief could figure it was all right now to think about something else for a while. But George couldn't. He stayed in his chair, while his mind stayed on those two trains, and a drop of sweat trickled down the small of his back.

There was a slow order on bridge 127, understand—15 miles an hour for freight trains, 25 for passenger. The order and the hill wouldn't bother the special, but Erickson, starting into four miles of climb at only 15 an hour, would have to lug 'em. He'd just sit there and lug 'em clear to the top.

No. 19 picked up three more minutes in the dozen miles to Manchester, but that wasn't enough. The special, right on the dot and with faster time, was creeping up, with a chance of coming right up on his rear before New Comfort.

Erickson would be drifting down to that bridge now. He'd be drawing off six or eight pounds of air, setting the brakes screeching, and pulling him down to his ordered speed by the time his engine trucks resounded hollowly on the trestle.

GEORGE bent forward in his chair, somewhat as Erickson would be doing, and opened her and started to fight. She'd roar and bark and shudder. Maybe she'd slip a little and he'd have to catch her up. Maybe he'd dust a little sand under her—just a little—and she'd pick up slowly—oh, so slowly! George beat that engine with Erickson inch by inch, pole by pole, with never more than two minutes without a report coming in or having to call some operator on routine matters, understand. His head bobbed in painfully slow acceleration as the engine's exhaust would accelerate between the lug and the beating.

He called New Comfort, but New Comfort had heard nothing of 19.

"And I can't help him," George said. He waited, considering. "Take an order. We'll have it if he can't make it. If he does, we'll annul."

And he dictated an order laying 19 out, writing in his order book as he spoke, putting Erickson into a hole after the try he'd made. The freight agent would roar, shippers might squawk, but George had two important trains to conflict, a single track, and that was that.

But the operator broke in: "Can hear him now! Can see him now!"

George knew the man could see only a mile down the track. It was 11:06. In two minutes Erickson would be on top and have a chance. He was only eleven minutes ahead of the Scouts, but he had a down grade and straight track in front of him.

George made faces as Erickson got them on top, and when Erickson would be settling back in his seat, George settled back. Erickson could roll them until they whimpered. George chuckled a little as he recorded a movement of the Northern Division's limited.

Erickson rolled them. He rolled them away from the pursuing special. He must have rolled them over sixty in places, the way he made time. He ate up his lost minutes, two and three between stations. He was a hogger from away back, that Erickson. He rolled them to destination only six minutes late, and was probably washing up when the special roared through the freight terminal, winging toward the trainshed which sent thick heat waves through George's window.

The chief came in on his way to lunch and looked down into the trainshed as the special panted to a stop.

"So far, so good," he said. "Ought to be simple on the Northern Division."

He turned away, grinning, from his glimpse of those twelve coaches loaded with kids. George couldn't see from his chair, but he could hear them. Like a million or so happy crickets, they sounded, he thought, as he took a report of a semaphore in bad order.

The chief went out and George figured he'd eat as soon as the hotshot got out of town, at 12:22. He was hungry after all the heavy and fast work he'd done that forenoon. He thought he'd eat, George did, and how wrong he was!

At 12:31 he reached for his transmitter plug to pull it out and walk across the room for his lunchbox, when Keenan came on, the operator's voice shrill: "Say, 448's just piled up right in front of here!"

GEORGE'S eye went back to the clock, and lunch went out of his mind. Keenan was seventy-four miles north; the Scout special was four miles on its way, with a derailment staring it

in the face. Something had to be done.

"How bad is it?"

"Looks tough. Main line's all torn to hell."

"Sidetrack?"

"Can see one gondola layin' half acrost it. Maybe more on the other side."

"Get out there and look her over. We've got an hour and fifty minutes before this special. Move, now!"

His eyes went back to the clock, but his mind swept the entire division, taking in trains, equipment, manpower. A northbound extra freight would now be approaching Florence, the next station below Keenan. The Keenan operator came back.

"It ain't so terrible bad," he said. "This gondola's on its side and canted up over the sidetrack. There's a boxcar, belly-up, restin' on the tie ends. The steel's all okay—"

"Get off the wire!" George's voice was just level. Dead level.

He turned a black key switch down to call Florence. It traveled slowly back to position. The Florence phone rang as it traveled back. It took a second and a half to travel back, but seemed to take, anyhow, a minute and a half. Goose pimples came out on George's thin forearms as it traveled back.

If those cars could be rolled out of the way at Keenan, he could let his hotshot through the sidetrack without delay. To get a wrecker out from either terminal and not lay out the Scouts was impossible. But a tool car with a repair crew was at Savanna, 33 miles north of the special's position at the moment, 37 miles south of the derailment.

The nearest engine was pulling that northbound extra freight. That's why a second and a half seemed like a minute and a half, a week and a half, a month—

"Flor-ence!" blithely, at his elbow.

"Seen anything of 1022?" That was the extra freight.

"Goin' by now. Just was goin' to—"

"Get him! Give him the board and get him!"

Over the wire George could distinguish the roll of wheels. Actually, he reached above his head as the operator would be doing to grasp the lever handle and throw the board for any eyes riding in the caboose to see—if there were eyes there to see.

And there were eyes there to see! George knew it before the operator yelped. He heard the note of free-rolling wheels change to the scream of braked tires, heard the slack come out of her as air went on at the rear on the down grade: *Bunk, bunk, ka-bunk*!

There'd been eyes in the cupola. Conductor or brakeman was riding there and had caught the turn of the board. He'd leaned forward and grabbed the air valve, and George could feel the cool iron in his own sweating palm. He could feel, with the engineer, the sudden lag. His eyes, like the engineer's, went to the air gage in the cab and he, with the engineer, shut off and looked back.

"Got him!" the operator yelped, and before he'd said the two words, George had done all those things, felt, seen, heard them as if he were all over that distant train instead of right there in his chair.

"Let me talk to Cramer," he cried, without excitement in his voice. In his heart, understand, but not in his voice. The caboose couldn't be far from the depot then. Cramer, the extra's conductor, wouldn't have far to run when the operator called him. George's eye went to the clock, back to his trainsheet.

"Listen, Cramer; 448's derailed at Keenan. 739's due there at 2:21. Set your train out and run back to Savanna for the tool car. Mebby they can open the sidetrack."

The operator, breathing audibly, came on for the order: "Thirty-one; copy three. No. 47. To C. & E. Extra Freight 1022, t-e-n—" He gave the order calmly. His hand, writing as he spoke, did not tremble. But inside—ah, inside! "Tell 'em to wheel it!" he said. "Little enough time!"

IT WOULD take five or six minutes to set out the train and get the light engine out of town, backing up on its 19-mile run for the tool car. Nothing was on the track ahead of the tool car, Savanna informed George. And they'd get the car-repair crew and any loose section men lined up.

It was hard waiting for 1022 to get out of Florence; harder just to sit there and take reports on other trains and issue other orders and watch the minutes zip off as that light engine backed up: 12:53 the Scout special rapped by Hillman, 21 miles south of Savanna. If the light engine could get hold of that tool car without delay now; and if they could beat the special's time back to Keenan-- And if everything went right just for once, today—Right, just for once! That's why it was hard for George to sit in his chair.

The engine made its first twelve miles in 18 minutes, and George hitched forward and shoved back and rubbed his mustache. That was backing an engine up! Seven miles more into Savanna, and he breathed with only the upper part of his lungs as the minutes passed. He gulped and took a lot of air through his mouth as Savanna reported them in at 1:16.

George, in his mind's eye, stood beside that tool car, ready to couple the air hose. He could see the repair crew hanging out the door, maybe some section men on the flat car behind it, straw hats in their laps because they were going for a ride.

He rode with them, pelting northward as, at 1:20, the Scout special passed Lee, 44 miles from the tangle at Keenan. But the tool car did 70 down the grades, and the engineer hung onto it through Miller and Florence and on for Keenan, with George right behind him in the cab. They made the 37 miles in that many minutes and had 24 to try to clear up the mess for the Scouts.

He gave Florence a 19 order for the special, putting them through the sidetrack at Keenan, and kept Keenan on the wire, getting news, word by word, move by move.

He could see men shucking from the tool car before it stopped. Two of them would have the end of the cable as it paid out; others would fall in, grabbing the inch-thick wire line. They'd strain against the lag of its reel, pulling it straight out for the first few feet, swinging up the tracks with it after they had a start. Heavy shoes would be digging into the cinders, shiny soles gleaming as men leaned their weight into the task. They'd hold the cable hard against their bellies as they strained, and they'd grunt while they toiled. George could feel that cable against his own belly. He grunted as they pulled up there at Keenan.

He didn't do only that. He trotted with two others across the tracks, carrying the heavy block and a length of chain. White oaks grew outside the fence there—good anchorage. With his own hands he passed the chain around a tree and helped rig the block.

Train reports came in and he marked them down, but all the same he could hear, if you understand, the car-repair foreman yelling orders and the excited shouts of the gang gathered there. He watched them, if you understand, as

they fitted the cable's knuckle link into the front drawbar of the engine. He helped get it over to the block chained to the dead man, and then ran with the heavy hook over to the prostrate gondola.

The foreman would set that hook himself. His hands might tremble a little, being so short of time. George's hands trembled a little now. Quite a little.

They'd take out the slack slowly, engine exhaust little more than sighing as she backed. Maybe the hook would slip. Maybe the car would only slide instead of rolling over. George shuffled his feet and swallowed dryly. Maybe she'd even skid up on the side track and rip out a rail. He wiped his hands on his pants, they were so wet.

"Over she goes!" That was the Keenan operator, and George imagined the crash, the clank, the drifting dust, the assault on the boxcar, with 14 minutes before the special was due!

THE CHIEF sauntered in from lunch. It was 2:11 before he found out all he wanted to know. As he talked, George got the cable over to the boxcar—in a way, understand. He put the board out at Keenan, too, because the special was getting close. Then he went back to help set that hook.

"Taking out the slack," said the Keenan operator. For an instant, George sat beside him, staring through the dusty depot windows. "Off she goes!" the operator cried. "And she's clear for 'em!"

"Take in your board. . . . Dispatcher." He marked down a report from the Chicago Division, wiped the sweat off his forehead with a wrist, and looked at the wrist and scowled oddly. He'd expected to wipe coal dust and grease and rust off his forehead, but hadn't. He'd been right there in his chair, after all.

"Want to bring me a drink of water?" he asked the chief, and began writing an order for the wrecker to clean up the main line.

It was 2:52 when he finished that, with the Scouts by Wells and rolling steadily on toward Lincolnville, the destination. He'd be glad when those kids got there and into trucks or buses for the run to camp. About all they had now which concerned him was the 13 miles of Lincolnville hill, with no trains ahead of them for 50 miles and—

"Dispatcher." His voice was a trifle weary, as a man's has a right to be when he's been so many places and done so many things in seven short hours.

"This 's Kennedy! Lincolnville!" Kennedy was the yard foreman up there. "I'm in th' yard-limits booth. Gondola of scrap iron's out on the main line and 's goin' like a bat out of hell! We chased her this far, but couldn't catch it!"

George's stomach crawled. Something like an icicle tickled his spine. He could see Kennedy's eyes popping, the fireman staring down into the booth, and the engineer in the gangway, his face sort of gray, because a runaway was out there, starting down 13 miles of grade with nothing between it and the Scout special!

Thirteen miles, understand, with no operator to help, no switchman to throw a derailer, no one to open a sidetrack and let the car go to the devil by itself! Thirteen miles, with plenty of curves around which to race, head-on into the special!

"Take an order!" George's voice was low and quick. He knew Kennedy grabbed for the pad. "Thirty-one; copy three. No. 52. To C. & E. Extra 871, e-i-g-h-t. . . . Leaving Lincolnville at 3:16, t-h-r-e-e—to work between Lincolnville and Milepost one-one-eight"—eyes narrowing.

If they couldn't pick it up by then; if they couldn't pick it up in 14 miles, it was no use. If they couldn't stop that runaway before Milepost 118, there was no use sending that engine, its crew, Kennedy and the switchman, who surely would be there, into the mess that would be around the curve beyond that milepost.

"Complete!" he said, and pushed the buzzer for the chief, and panted a little, as if he'd run too far.

No operator was between that yard limits and the Scouts. No flesh-and-blood operator. Just an iron operator at Halfway, nine miles south of Lincolnville. Sweat popped out on George's forehead. He gripped his pen until his fingers ached to record a movement.

"What now?" the chief asked, coming in grinning. His grin stayed, a ghastly thing, without any color on his face. Any veteran dispatcher could tell you of moments like this.

George tapped the Halfway key on his switchboard. "Open," he said; and his voice was almost casual, though getting the word out was like lifting a great weight.

THEIR heads all but touched beside the telephone. The chief swallowed aloud as he got it—the hum of rails, the dull clang of running wheels, the sleek, slippery, slimy slink of the runaway as it slid past Halfway.

"Nine miles," George said, and held up his hand warningly.

He cocked his head closer to the phone. They'd be coming now. They'd have got that engine away like a racehorse. They'd be driving her until she rolled like a ship in a storm. They wouldn't be thinking she might throw herself off the track. They'd only think that they must have it somewhere in them to make her roll even faster.

Kennedy and his switchman would be sitting on the pilot beam, fingers locked around the handrail. They'd be hunched forward, grimacing against the belch of wind, eyes half closed against the slap of wind.

George winced sharply. That was when he thought how the ends of handkerchiefs, knotted about their throats, would bite as they snapped on cheeks or neck in the gush of wind. His torso was cold, as theirs would be, with the blast of wind bellying their shirts like balloons. His body was cold, either from that, or thought of the Scouts—like happy crickets—

They could hear that pursuing engine whistle a mile from Halfway. George got his eyes to the clock and to the train sheet and back to the clock.

"Eight minutes, twenty seconds; nine miles," he muttered as 871 crashed past Halfway, and let up on the clench of his teeth to stop the pain where his jaw muscles bulged.

Five miles, now, to Milepost 118. George could feel the chief tremble as he shoved himself away from the telephone.

A train movement was reported. "I'll get the boss," croaked the chief and went out quickly. Something cold and heavy lay at the pit of George's stomach, but somehow he answered the superintendent's sharp, biting questions.

He answered from the chair, but he wasn't there, understand? Queer, but he wasn't there. The part of him that felt and hoped and feared. That part of him was out, down on the footboard of 871. He had a grip on the handrail, his knees were bent, his eyes better than half closed to keep out the dust sucked up by the runaway, right ahead. Trucks clicked and snapped beneath him; the exhaust cannonaded above and behind.

That part of George which wasn't

in the chair swayed forward, straining on the hand hold as if he'd lift her on faster. He had the knuckle open, one hand on its sun-warmed metal. He could feel the slackening of the speed, hear the dwindling bellow of the engine as they moved up on the runaway.

He sagged just a trifle against his desk. Perhaps, after all, the air was on. Perhaps, after all, the engine was coming to a stop within its working limits. Or it might be that the runaway's start had been too great.

George didn't dare look at the superintendent. He stared at the clock. He leaned over to the telephone again, mouth working. Time seemed to be standing still. Or else flying so you couldn't mark its passage, as you can't see the spokes of a spinning wheel. He shrugged his shoulders and listened.

A long faint whistle blast came out of the transmitter. They waited. It came again, clearer, nearer. Was it a cry of triumph or a wail of defeat? Were they back at Halfway with that truant gondola? Or were they—well, just back?

An engine's exhaust rap became distinguishable. It came on smartly. Slowed. Stopped. Picked up laconically again. Stopped after a moment. No. 871 was into clear at Halfway.

The chief couldn't talk. He looked almost beseechingly at George.

"Listen!" The superintendent's voice was a croak. Then he straightened and made a funny sound in his throat. They'd all heard it, a chime whistle, blowing for a crossing. There'd be only one chime whistle on the Northern Division that afternoon! There'd be only one engine with such a whistle cracking it past Halfway that afternoon! That was the Scout special, on time, passing Extra 871 in its sidetrack, boring northward to destination; and as they heard her rip past the little depot, the chief laughed and the super gripped George's shoulder.

Probably it was his grip which caused George to blot the time entry in the special's column at Halfway . . .

George arrived home at 4:34 p.m.; and his wife, having scanned the amusement page of the evening newspaper, said: "Looks like a good Western picture at the Gem. Suppose we have an early supper and take in the seven o'clock show? After all day in that blamed old chair, I'll bet a little action will do you good."

"It might, Ella," George agreed. "It just might, at that." ●

Memories of 56 Years Ago

ONE night in January, 1916, when the thermometer outside the crew room at Salida, Colo., registered 57 below zero, a westbound Denver & Rio Grande freight train known as Extra 1149 pulled out of town on its way to Salt Lake City, Utah; and at one a.m. it left Tennessee Pass, Colo., the highest terminal station on any regular railroad in the country. Not far away, at Pando, was an OS office about 30 feet square, run at night by a girl student telegraph operator. I wish I could remember her name. Her duty included reporting the movement of trains by her depot, particularly the westbound trains on the western slope of the Rocky Mountains Divide, which rolled through a 12-mile wooden snowshed from the Tennessee Pass terminal station.

About 1:30 a.m. a message from this girl came on the dispatcher's wire at the division office in Minturn, Colo. The assistant superintendent and I were on duty there. It was so cold that night that we were both wearing overcoats and gloves while we worked near a cherry-red pot-belly stove. The message said that a westbound freight had just sailed past her station at what seemed like 100 miles per hour, with sparks flying from its wheels and the engine whistle screaming continuously.

Obviously, it was out of control. We called the yard office and told them to have a brakeman line up the derail—the "go to hell brake," as we called it—which had been built especially for such emergencies, to save the town and its residents as well as the yards, roundhouse, and other railroad equipment. This track was located up the side of snow-covered Lion's Head Mountain. If the crew was lucky enough to get that far after rounding sharp curves at top speed, the derail might save their lives.

Rules required trainmen in high altitudes to carry pick handles for use in emergencies like this one and for all hands to get out on top of the cars and set the hand brakes, only the engineer being supposed to stay at his post. It was important for brakes to be set on all cars or as many of them as possible. The girl operator reported that the crew was trying to set brakes as they passed Pando, but apparently with little success. I visualized those men riding the tops and tugging at ice-sheathed brakes on the downhill plunge while an Arctic gale was threatening to sweep them off their feet!

Another rule provided for a last desperate chance. If all other hope was gone, every crew man, including the hogger and fireman, should make their way back over the car tops to the caboose, get into it, set its hand brakes, cut it off from the rest of the train, and try to save themselves.

At Minturn, the super and I put out orders to hold all eastbound trains. Luckily, none were out of there at the time. If they had been, the chances of a disaster would have been doubled. For about two hours we waited. Still no sign of the runaway. We decided grimly that it must have piled up in the Eagle River as another freight had done about two years before.

Still we waited and watched. The suspense was terrible. At length we saw a faint illumination on the dark rails around a bend leading into the Minturn yards. Soon a headlight appeared, telling us that the train we had worried about was safe. Easing into the yard slowly, it pulled by the yard office and then stopped. A man with a lantern loomed up out of the darkness, jogging over the snow and ice: conductor Mayer, his white mustache frozen into an icicle. He smiled as he said everybody was alive and unhurt. The crew had been saved because, luckily, the tracks leveled off beside the shore of Pando Lake, a few miles past the girl operator's office. The crew managed to get the train stopped just before going on to another steep grade beyond the lake. While waiting there, they were able to pump up the air again in their train-line, which improved the braking power. Then, under perfect control, they resumed their journey.

Besides saving human lives, Lake Pando had other uses. Each winter it yielded ice for the ice-storage house alongside the railroad, for the servicing of refrigerator cars in summer. In that area, too, Americans of the 10th Ski Troops Division were trained for service on the Alpine front in Italy and Austria during World War II.

But getting back to the winter of 1916, another freight train, whose number I can't recall, was much less fortunate than Extra 1149. All of its crew except the conductor "went to glory" in a smashup, because of their inability to set hand-brakes. The skipper saved himself by losing his head in the terror of the moment, cutting off the caboose in which he was riding instead of waiting for the rest of the crew to get aboard as the rules required. Although he kept working for years afterward and was promoted to a passenger run, this conductor was shunned by some of his friends and was haunted by memories of that fatal night.—Clyde H. McMillan, State Soldiers Home, Hot Springs, S.D. ●

STEVE MAGUIRE'S

TRANSIT TOPICS

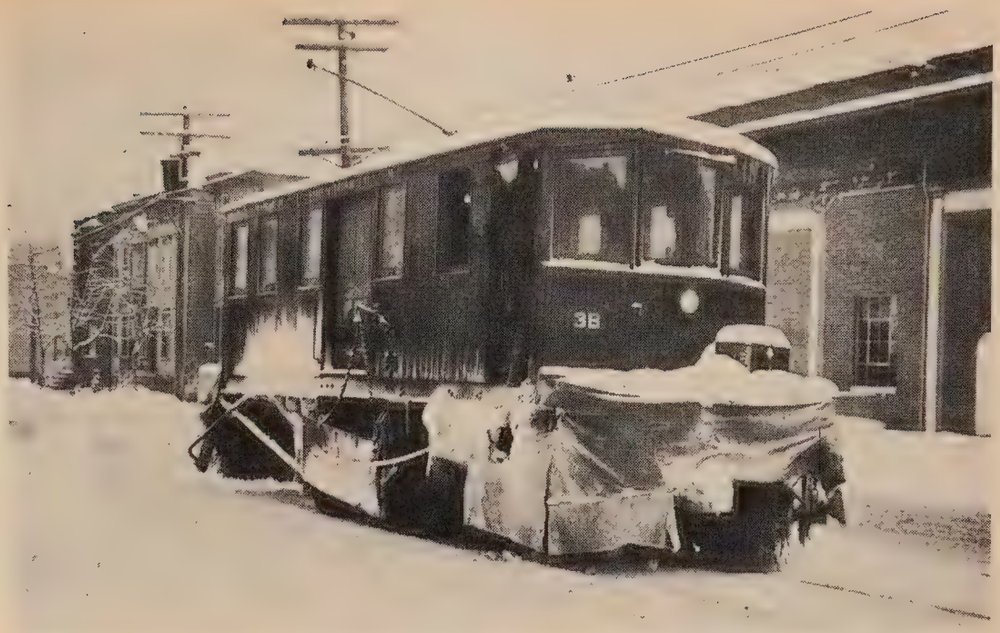
NEW YORK CITY'S program of staggered work hours, which has been in effect in the busy, overcrowded downtown area for more than two years, is reducing rush-hour congestion in mass transportation. Documented turnstile counts taken at the peak of commuter traffic on three subway routes and the PATH rapid transit line to and from New Jersey show the success of the program which began April 1, 1970, reports Edmund F. Wagner, president of the sponsoring Downtown-Lower Manhattan Association.

Counts taken by the New York City Transit Authority before the program began and very recently at the Wall Street stations of the East and West Side IRT Lines and the Broad Street BMT station indicate that passenger travel during the critical 9 to 9:15 a.m. period has been cut from 17,600 to 13,000. In the earlier 8:30 to 8:45 a.m. period, where additional platform and stairway capacity is available because of lighter crowds, passenger travel increased at these three stations from 12,000 before the program to 14,800 at the present time. It is estimated that 80 percent of the city's downtown employes are subway riders.

At PATH's World Trade Center Terminal in lower Manhattan, similar reduction has occurred in the early evening. Passenger counts between 5 and 5:15 dropped from 7,500 to 6,200 since the program began. Between 4:30 and 4:45 p.m., when additional train capacity is available, passenger travel has increased by more than 50 percent to 4,750 from 3,100.

"Staggered work hours is gaining more and more adherents," Mr. Wagner says. "Some 255 business firms and public agencies are now involved in the program in lower Manhattan, committing more than 89,000 employes to new working hours."

Elsewhere in New York, groundbreaking for the first section of Queen's new two-track subway line is scheduled for early in July. Public hearings on two sections of this line are being held



United Traction sweeper No. 38 taken after snowstorm in Albany, N.Y., Feb. '43.
J. Seaton, Watervliet, N.Y. 12189

E. L. Tomberlin, 14883 Washington Ave., San Leandro, Calif. 94578

On the house. No. 271 (former Key System car) of California Railway Museum at Rio Vista Jct., Calif., has special day for the public and trolley fans on April 30, 1972. Museum is owned and operated by The Bay Area Electric Railroad Assn.

San Francisco Municipal Railway No. 1033 makes its way through Mission Park not far from Mission Dolores on its way to Market Street and the run downtown with its distant skyline. It's a typical July Sunday in 1969 and the car is a PCC.
Robert L. Hogan, 2250 Pelham Pl., Oakland, Calif.

as we go to press. The Jamaica Avenue elevated line between 127th Street and 169th Street will be razed. (This is the line which *Railroad Magazine* editor Freeman Hubbard usually takes to his office each morning.)

"The el should be torn down before a substitute subway link is built, and a new bus line should be set up after its removal," says F. Carlisle Towery, executive director of the Greater Jamaica Development Corp. That's a stupid suggestion.

The subway construction started in July will be along Archer Avenue from 147th Place to 151st Street. Steps have been taken to obtain easements or fee titles to residential and commercial properties and vacant lots along the route. The construction under Archer Avenue will be by the cut-and-cover method, which requires the temporary decking of portions of the avenue.

Meanwhile, a new change booth for tokens, bullet-proof and burglar-resistant, with reinforced fiberglass walls and laminated glass windows, has just been installed at the Flushing-Main Street subway station of the IRT subway-elevated line. This is the first of a series to be put in New York stations. It is designed to reduce crime as well as provide change clerks with maximum visibility and better lighting and ventilation. Others have since been installed in additional stations.

LOW BIDDER to build 300 subway cars for the new Metro rapid transit system in Washington, D.C., was Rohr Industries Inc., an aerospace concern of Chula Vista, Calif. Their bid, $91,607,000, was actually 25 percent below the $119,047,000 cost estimate of the Washington Area Transit Authority! Other bidders were General Electric Co., $103,132,000; Vought aeronautics division of Ling-Temco-Vought Inc., Dallas, $103,149,000; and Toshiba International Corp., Tokyo, $142,972,000.

Asked how Rohr could bid so far below the estimate, Frank E. McCreery, president, replied that "advanced engineering concepts and manufacturing techniques" allowed it. He said the company expects a "normal profit" on the order.

THE FIRST metropolitan rapid transit system between a German city and its airport was inaugurated on March 14th. Travel time between Frankfurt's main station and the airport is nine minutes (as compared with 20 minutes by bus).

INSTEAD of continuing a losing race to eliminate traffic jams, the nation must find ways to build urban transportation systems that will create more livable cities, a panel of leading engineers declares in a report submitted to the Department of Transportation. The National Academy of Engineers, an affiliate of the prestigious National Academy of Sciences, urges expanded research to find ways of curtailing needs for transportation and for solving the problems that would remain.

"Transportation, instead of being used to accommodate congestion, should be used to serve growth and renewal," the panel asserts. "Technology makes possible a wide range of choices, but the choices need to be made in relation to urban goals."

By the start of the 21st Century, the panel says, transportation will require about one-fourth of the nation's badly strained sources of energy—more than half of that in urban areas. The report is based on a review of widely recognized conditions and trends.

Not enough is known, according to the panel, about what will turn automobile drivers into transit users. It notes that many use their cars for fear of becoming victims of crime on public transit, and that transit must be designed to assure increased personal security.

The report asserts that some Federally financed projects intended to bring

(top) BART train pauses in station during extensive testing program prior to opening of system in San Francisco Bay area. Cars, exhibited at Transpo '72, utilize a semi-monocoque design similar to aircraft. (bottom) cars have wall-to-wall carpeting, ceiling-height picture windows, contoured and foam-padded seats cantilevered from walls to provide clear floor space, and full multi-zone air-conditioning, which highlight their appeal to the riding public.

Photographs from Rohr Industries, Inc.

There is a question whether this is Northern Ohio Traction car scene, but pre-WWI setting by old station makes a delightful rural picture in a happier era.
Sheldon S. King, 253 Robinwood Ave., Elmira Heights, N.Y. 14903

solutions "have short-term political benefits." Much of the urban problem is traced to a heavy reliance upon the automobile. It says automobile commuting contributes to the destruction of central cities because of congestion, noise, and pollution. The problem has long existed, but "what is new today is the urgency of the situation."

With near-completion of the costly interstate highway construction begun 17 years ago, Congress is considering a proposal by John A. Volpe, Secretary of Transportation, that would eventually divert money from the highway trust fund to much-needed aid for urban mass transit, including monorail. This proposal makes sense, but the highway lobby is fighting it. Many newspapers are rushing to Volpe's side in this worsening crisis. The *Asbury Park* (N.J.) *Press* editorializes:

In demonstrating a monorail vehicle designed to travel 300 miles per hour on a cushion of air, Secretary Volpe observed that "we have relied too much on highway transportation. The problems of mobility to our cities as well as this is a major step."

It is too early to contend that the air-cushion car is the answer to this problem, but it is encouraging to note that Mr. Volpe and most other transportation authorities recognize the problem. Neither the airlanes nor the highways can meet the need for moving millions of people every day.

Many airlanes are already congested to a dangerous degree and the remoteness of airports from city centers and residential areas disqualifies aircraft from supplying satisfactory short-haul service.

Perilous congestion on the highways, with a record of death and delay, indicates that highways also are unable to accommodate the millions who must move to and within the cities. Nor is there any possibility of building enough additional roads ever to meet this need. The cost would be prohibitive. Besides, within our cities must be solved and there is insufficient space in settled areas to build new roads without crowding out other human needs; residential, commercial, or recreational.

The obvious solution is mass transit. With available rights-of-way in most areas, the railroads could be improved to a point where they give comfortable, conveninent, and economical transportion. Perhaps these rights-of-way will eventually be converted into monorail tracks for air-cushioned vehicles, but until then improved conventional trains could do the job.

SOUTHERN PACIFIC trackage from downtown Los Angeles to various suburbs probably will never be used for rapid transit, even though nine different chambers of commerce in the area favor this proposal and even though the L.A. Rapid Transit District is about to get considerable money from the state gasoline tax, effective July 1st, we learn from Arthur C. Davis, 7223 Balcom Ave., Reseda, Calif. 91335. There would be some difficulty in running passenger trams over trackage still used by freight trains.

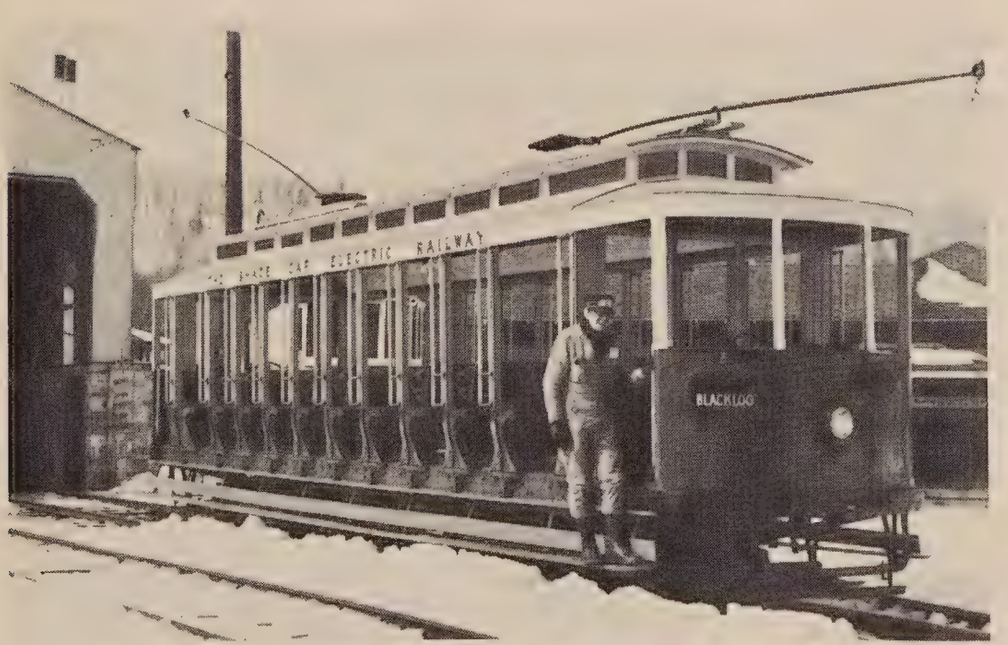
"Besides," says SP public relations man Thomas Buckley, "if any new rapid transit system is to be efficient and fast, it must be separated from street crossings. This is exactly the problem that the Big Red Car System (Pacific Electric) got into as the area grew."

Thet demise of the Big Red Cars started before World War II and the shift to buses accelerated after the war. It was the beginning of the end of the 1,000 miles of standard trolley lines that once carried 2,700 scheduled trains. At its zenith, PE was advertised as the "world's greatest electric railway system."

At length local officials and the state Legislature felt that grade-separated freeways were the answer instead of a grade-separated electric system. Few people then seemed to visualize the tremendous growth that was going to take place.

But the argument continues over whether Los Angeles made the wrong turn when it paved over the only rapid transit system it ever really had in favor of smoggy buses and freeways.

MONUMENTAL traffic problems in and around Honolulu are bringing plans for alternative travel. One proposal calls for some kind of rapid transit paralleling the Pacific Ocean in both directions out of the big city. Already a ferry service has begun with the 500-passenger ship *Hawaii* taking residents of Ewa, west of Pearl Harbor, to the



Frosty open-car riding. Shade Gap Electric No. 1875 (formerly from Rio de Janeiro) gets ready for Winter Spectacular of railway and East Broad Top line. Ride was a cold one for over 250 on six regular service trips on each of two days.
Tom Ebright, 775 Tralee Dr., Bethel Park, Pa. 15102

Aloha Tower in downtown Honolulu, bypassing traffic jams.

THE MAIN STREET of Media, Pa. may be turned into a pedestrian mall for a six-week trial period this summer, during which only pedestrians, bicycles and trolleys would be permitted, we learn from Art Munson, 23 Grand Ave., Willingboro, N.J. 08046. Media, a community of 6,000 residents, has seen its downtown main street (Chestnut Street) seriously jammed by auto traffic from nearby suburban areas. George Wilson writes in the *Philadelphia Inquirer*:

The town has retained a priceless relic of the past: the trolley. Riding SEPTA's Red Arrow line between Media and the 69th Street Terminal in Upper Darby is still a glorious adventure. The old cars *clickety-clack* through woods that miraculously have survived suburban sprawl. A trestle crosses Crum Creek where it is hardly more than a babbling brook. The line is single track much of the way—with sidings where trolleys wait for oncoming cars to pass.

When the trolleys reach Media they move through the business district on a single track in the middle of the street. Autos park at the curbs on both sides, and two-way traffic makes a tight squeeze when the trolley comes through. There is no terminal or turnaround. The track simply ends in the middle of the street at the western edge of the shopping district. The motorman goes to the other end of the trolley and reverses direction.

The trolleys have been a subject of controversy for years. Many merchants wanted to ban them from the town. Some still do. Now defenders of the trolley seem to have won at least a temporary victory. During the experiment this summer passengers will ride free in the Media business district. With only pedestrians and bicyclists sharing the street with the trolleys, there should be no traffic jams.

New Electric Publications

SOUTH SHORE: QUINCY-BOSTON, **by Bradley H. Clarke, 44 pages, 8½x11", with soft cover and stapled binding; may be had for $2.95 from Boston Street Railway Assn., P.O. Box 102, Cambridge, Mass. 02138. Here is the story of rapid transit lines that were opened last September over the abandoned roadbed of the Old Colony branch of the former New Haven Railroad. The author tells about the line's conversion from its latter days as a diesel road to the present $75 million rapid transit route serving 21,000 commuters daily. The illustrations include photos taken during the changeover and since then.**

Zahnradbahnen der Welt (Rack Railways of the World), **by Walter Hefti, 332 pages 8½x11" with hard covers. Priced at 66 Swiss francs (about $18 in U.S. currency), this book with all of its text in German is available from Birkhauser Verlag, P.O. Box 34, CH-4010, Basel, Switzerland. Even those who don't read German can understand the many diagrams and drawings showing details of operation, as well as the hundreds of photos of these railways —steam, diesel, and electric. There are also complete equipment rosters. Rack railway fans, here is your encyclopedia.**

Trackless trolley fans can buy a 42-page copy of *Trolley Coach News*, July-Oct. '71, as long as the supply lasts, for $1 from Harry R. Porter, 1042 Bardston Rd., Louisville, Ky. 40204. It contains news, data and photos of North American operations. Harry says he will soon publish a third edition of his all-time listing of trolley coach operators and rosters, about 70 pages. It would sell from $3 to $4, depending on number of photos used. Since his earlier editions sold out quickly, he wants to hear from anyone interested in the re-issue. For a SSE he will advise you when the new issue is printed.

Port Authority crane car M-283 crosses Edgebrook trestle outbound to Castle Shannon, Pa., on a cold day in Jan. '72.
R. A. Black, 717 Mayville Ave., Pittsburgh, Pa. 15226

TRACKSIDE IN THE DIESEL AGE

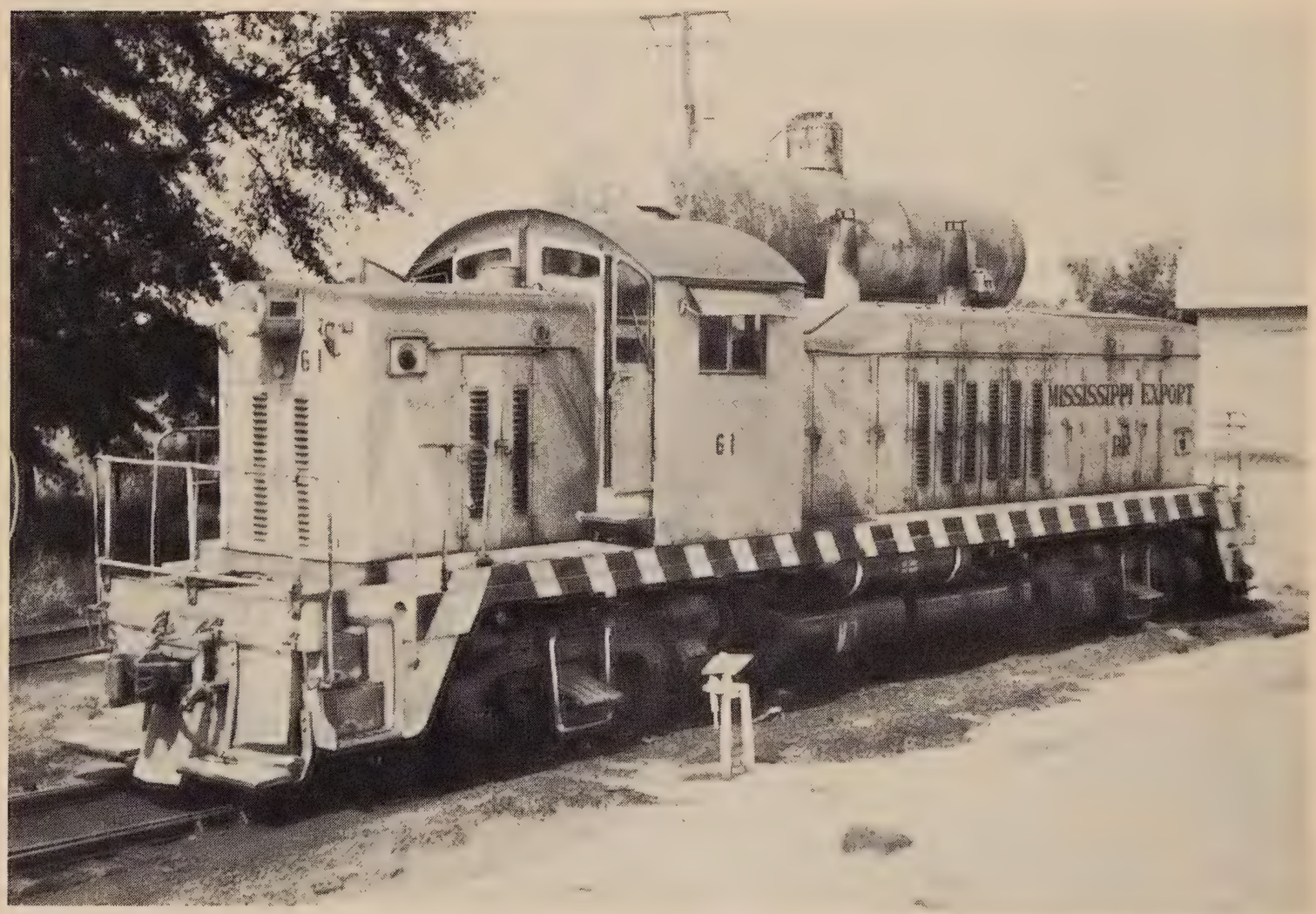
By JIM EDMONSTON

Great Northern's NW-3 No. 179 lazing in the yards at Rugby, N.D., April 2, '53.
Photograph by H. L. Buckley

GENERAL MOTORS' Electro Motive Division is taking a new hard look at exhaust emissions from its locomotives. B. B. Brownell, vice president of General Motors and general manager of EMD, says that the visible emissions are more of an esthetic matter than a health problem but that EMD shares the nation's concern for environmental needs. Therefore, he says, it has set up a major engineering program with two goals: (1) smoke-free engines by 1973 at the latest, earlier on some models, and (2) significant reductions in gaseous emissions in 1972, with further reductions planned for following years.

Noting that EMD is undertaking this program without Government pressure, Mr. Brownell points to major advancements already made such as development of exhaust-gas measuring, sampling techniques, and the designing and testing of new diesel engine components to reduce emissions. Engine design improvements involve cylinder liners and pistons and fuel injection tips. Components developed recently can be fitted to earlier 645 and 567 engines. The program is not a new idea at EMD; research on emissions began more than 25 years ago. From a railfan standpoint, I would say that EMD has always had clean running diesels.

ALCO DIVISION of White Motor Co., formerly Alco Products, has entered into a $5 million deal with Ru-



Mississippi Export No. 61, ex-FSUD slumbering under a hot southern sun before crew arrives at Moss Point, Miss.
Photograph by Joe Brockmeyer

mania. The Rumanians have bought the right to assemble and partly manufacture Alco locos and diesel engines for sale in other countries.

SANTA FE now has a locomotive simulator, like the Southern Pacific's which was written up here some months back. It was built by Link Division of the Singer Co. at Silver Spring, Md., (remember the Link Trainer?) but Santa Fe went one further by mounting its simulator in a car for transportation from city to city. Santa Fe will move the rig from one division point to another, refreshing older employes and breaking in trainees. Computer-controlled, the simulator is programmed to present all normal operating situations.

RECENTLY we reported that Southern Pacific was down to three DL-600B's. This was a bit misleading, as the SP's 5160-5162 have always been its only DL-600B's. But the Cotton Belt has disposed of all its units, SSW 5150-5159. Most of them went in to General Electric as trades, so if you are close to Erie, Pa., you might catch sight of one. SP's three still work the hump at Eugene, Oregon. Most of SP's C-628's and C-630's are stored in various stages of disrepair at Houston, while Cotton Belt is leasing at least 25 Baltimore & Ohio GP-9's. These are in addition to the B&O's GP-30's, 35's, and 40's that are pooled out of Pine Bluff, Arkansas.

HERE are sketches of a few southern and southwestern shortlines: Atlanta & St. Andrews Bay operates one mainline train each way per day. That train goes on duty at Panama City, Fla., at 6:30 p.m. and arrives back in its terminal about 4 a.m. Units may be found at shops during the day. The mainline train uses five units normally.

Narrow-gage Monolith-Portland Cement Co. No. 12 northbound in Tehachapi Mts., in California, May 20, '72. Hard to believe, but true, is the fact that the three-mile, 3-foot gage line uses link-and-pin. Better get there, because it is due for abandonment this fall. The loco is a Plymouth pulling 16 empty cars uphill.
Gary G. Allen, 215½ East Palmer Ave., Glendale, Calif. 91205

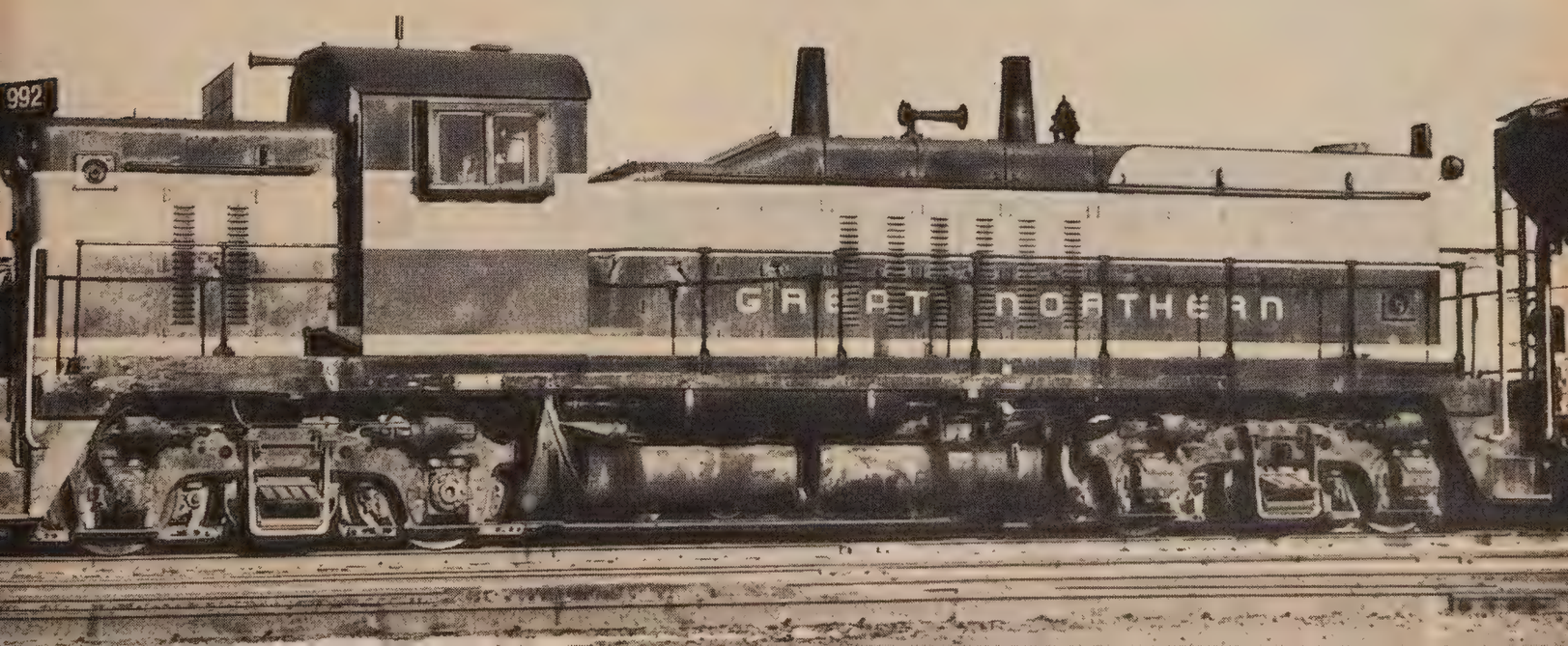
All remaining chopped-nose RS-1's are in local and switching service; one at Dothan, Ala., and three at Panama City. One GP-7 also switches Panama City. The Bay Line's 507 is one of the twenty-three GP-39's built, the others being Chesapeake & Ohio 3900-3919 (20), Kennecott Copper 1 and 2, and A&SAB 507.

Louisiana & North West Railroad runs one train each way daily except Sunday. The train is called at Gibsland, La., at 2:30 p.m. After waiting for the North Louisiana & Gulf and Illinois Central connections, it gets out of Gibsland about 6 p.m. The crew lays over at McNeil, Ark., and goes on duty again at 7 a.m. Then the train can be chased all the way back to Gibsland, arriving at 1 p.m. The L&NW operates four F-7A's, ex-SP 6309, 6378, 6379, and 6380. The number of units in service depends on tonnage; normally two, very seldom all four.

Georgia Northern is currently powered by Central of Georgia No. 175, a GP-18. The Moultrie shops have been torn down, but FM Motorcar No. 2 and business car *Moultrie*, with its original FM engine, are still sitting in the remains of the yard. GN's Baldwin DS-4-660 No. 12 (ex-172) went to EMD in 1970 for trade on parent Southern's power, FT No. 14 (ex-4105) went to EMD in 11/69. The SW-8 No. 13 (ex-801) wasn't on the GN line and is presumably working on the Southern.

Sabine River & Northern operates vintage power: RS-1 No. 1001 (ex-Lake Superior & Ishpeming 1001), S-4 8638 (ex-Pittsburgh & Lake Erie 8638), and ancient (5/37) NC No. 408 (ex-Marinette, Tomahawk & West-

Borrell P. Spieth, 509 E. 7th St., Centralia, Ill. 62801
Burlington Northern No. 992, ex-Great Northern No. 192, 1000-hp EMD NW-5, built '46, in Grand Forks, N.D., yards in '71.



ern 408, ex-Elgin, Joliet & Eastern 408).

Santa Fe's famous articulated motorcar, M-190, is still reported at Clovis, New Mexico.

THE KATY has new colors. George M. Alberti, 263 Natalen St., San Antonio, Texas 78209, sent me a color photo of passenger geep No. 123 in the new scheme; bright green long hood with huge yellow "MKT" lettering and number, a traffic-yellow nose, and a green zebra-striped cab. It's a real eye-catcher, contrasting sharply with the old all-red scheme. Pilot is black with yellow "V" stripe; underframe, belly tanks, and trucks are black.

I HEAR from Donald R. Harness, Jr., Box 354, Eldon, Iowa 52554, that Rock Island, his employer, recently bought thirty-one F-9's from the Union Pacific. Actually, these are both original and upgraded F-9's, some in F-3 and F-7 car-bodies, both A and B units. Rock Island is numbering them in the 4100-series. Don spotted No. 4102, an F-3B upgraded to F-9B, on April 8th in new red paint. He says that CRI&P will retire some of its older F-7 A's and B's as the F-9's replace them.

According to Roger D. Snape, General Delivery, Smithfield P.O., Ont., Canada, he saw St. Johnsbury & Lamoille County GE 70-Tonner No. 51 in the CP Rail yards at Trenton, Ontario. Its lettering had been painted out and its windows were boarded, but it still had its red and yellow paint scheme. The unit was built in February 1951. It left Trenton in a peddler freight for Agincourt on April 20th. If anyone knows who bought or leased it, please let me know.

CANADIAN NATIONAL has leased forty GP-9's from Chesapeake & Ohio and assigned them to Toronto Yard and to Symington Yard in Winnipeg. Pierre Patenaude, 1644 Francheville, Montreal, 359 Quebec. Canada, has spotted Nos. 6117, 6035, and 6037. C&O units cannot be used on the head end, as they are not equipped with deadman control. Pierre says CN also has ordered new units from Canadian GM in London, Ontario: sixteen GP-38-2's 5500-5515, to be class GR-20b, expected before you read these words, and twenty SD-40-2's, 5241- 5260, expected late this year.

LOUISVILLE & NASHVILLE, noted for operating many different paint schemes and second-hand or leased locomotives, is at it again in the Corbin, Ky., area. Both the Cincinnati-Atlanta and the Corbin-Norton, Va., lines are power-poor, writes Walt Stringer, 1910 Caledonia Ave., Box 1055, Knoxville, Tenn. 37916. He reports seeing C&O GP-30's and 35's, Seaboard Coast Line SD-45's, U-36B's, GP-40's and SD-35's. The most intriguing, though, are Clinchfield F-7's in two A-B-B-A sets, Nos. 801, 863, 851, and 802 and Nos. 809, 854, 864, and 815. The GP-7's off Georgia Railroad and the Atlanta & West Point are in Corbin.

THE SOUTHERN, actively soliciting passengers, is aiming to make their remaining trains tops in the country. A critical lawyer-railfan friend of mine says that on a recent trip he found the Southern Crescent the cleanest train he's ever been on. We've reported that a repainting program was in the works for the E-8's moving these trains, and now Mark J. Shields, 218F Craig St., Toccoa, Ga. 30577, says that at last count 11 out of 17 units are now in the distinctive green-gold-white of their early years. Extra attraction: the name *Southern Crescent* in gold appears on both sides of the nose underneath the number boards, with the "C" in the shape of a crescent moon like that on the old *Crescent Limited.*

WESTERN MARYLAND and FA's No. 301-302 are likely to haunt me for some time. Many of you know by now that the information I printed on this subject was only half correct. WM disposed of Nos. 303-304 as I reported but retained 301-302. The best rundown I have received comes from John P. Killoran, vice president of the Greenbrier Railroad, 407 Circle Dr., Hurricane, W.Va. 25526.

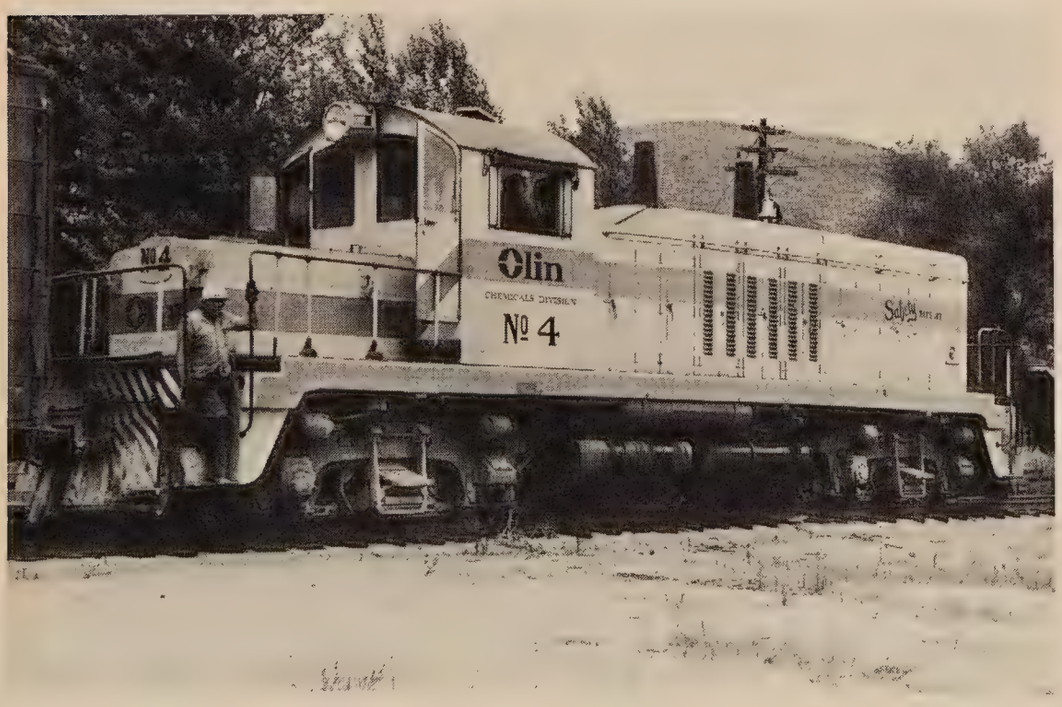
He writes: "Nos. 303 and 304 were indeed disposed of as stated, but according to our special request to George Leilich, WM vice president of operations, the 301-302 were held to be used as helpers on our steam tours trip with 4-8-4 No. 2102 on February 5th and 6th. Later, they were to follow Nos. 303-304 to GE. But WM found it had more business and less power than anticipated, so Nos. 301-302 were returned to service."

I think this one item evoked more mail than anything else I have ever written. It goes to show what interest there is in WM's FA's. I cannot report all the sightings, but in summary these units were observed on Williamsport Hill, in Baltimore, Ridgely, the Hanover subdivision, Elkins, Rutherford, Bowest Jct.—in short, just about everywhere.

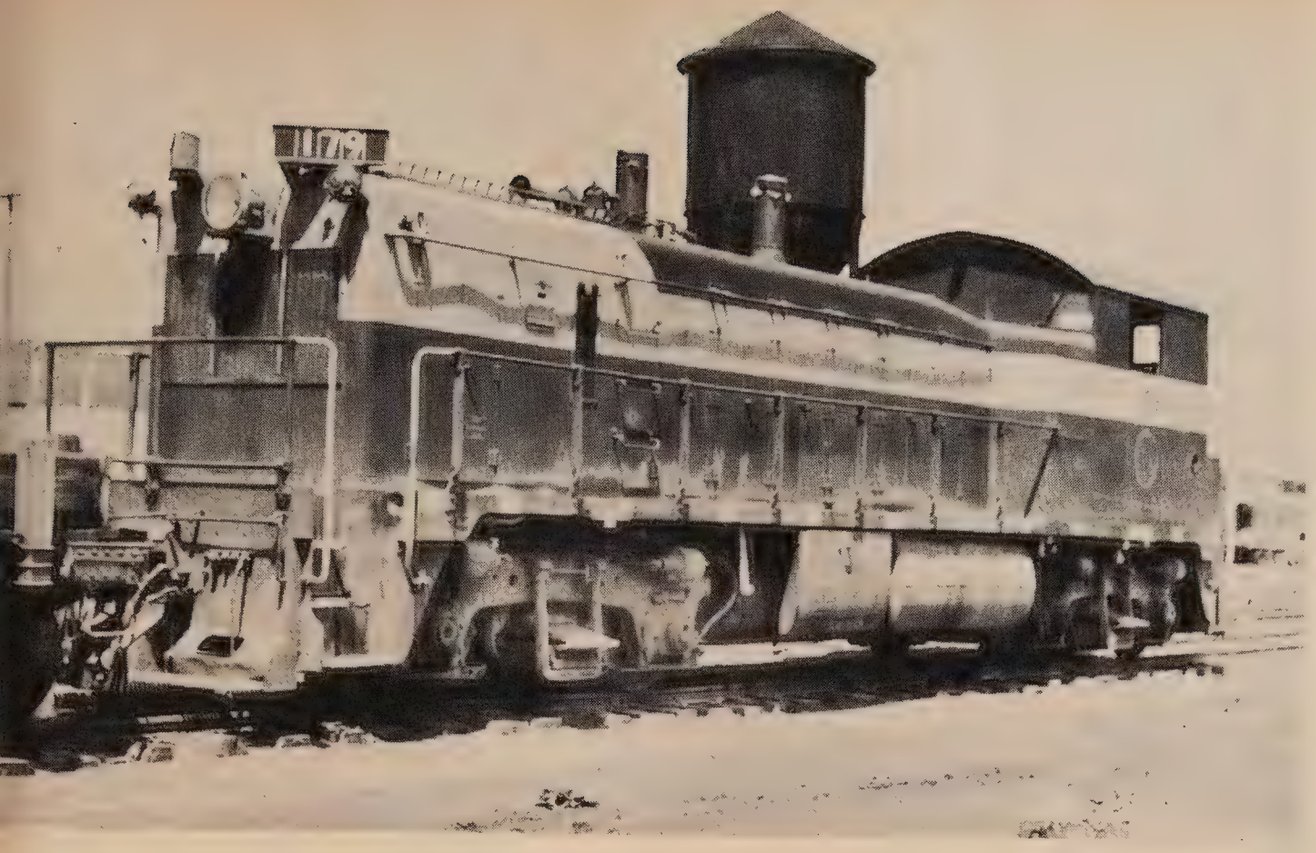
The best sighting was of No. 301 used on a WM-Norfolk & Western through freight from Connellsville, Pa., to Detroit, Mich.! It was trailing unit westbound, leading unit east. On hand to record the event on film was L. E. Brzuchalski, 3032 Erie St., Toledo, Ohio 43611. On April 5th he spoke to the engineer on No. 301, who said he'd never been photographed more on any locomotive, adding that 301 was a "fine running engine."

You may recall that this freight pool, the "Alpha-Jets," is one of the country's oldest. It was originally called the "Alphabet Route" and involved the Nickel Plate, Pittsburgh & West Virginia, WM, and Reading on the haul from Detroit to the east. Now, however, NKP and P&WV are part of N&W.

A last note on WM's FA's: two fans report that all four engines are in service. One actually took photos of Nos. 303 and 304; the other is relying on info. from train crews at Ridgely. To follow this up, I telephoned Mr. Leilich's office in Hagerstown, Md., and was told by both his office and the



Olin Chemical Div. No. 4, ex-Fort St. Union Depot 4148 NW-5 at Saltville, Va., September 10, 1964. Brakeman with helmet believes in loco legend on safety.
Photograph by Stephen M. Timko, Jr.



Greatern Northern NW-3 No. 179 idles in yard at Rugby, North Dakota, in July '68.

Photograph by Don Dover

mechanical department that 303 and 304 are definitely gone.

More mystery: one fellow reported seeing 303 and 304 at GE's North Bergen facility in March, but a letter just arrived from George R. Oliva Jr., 5 Windsor Dr., Eatontown, N.J. 07724, states that although Mr. Oliva passes the plant once a week, he could not have seen those units. Are they on Long Island? Has anyone observed a power car numbered above 606? Or have these two ghosts somehow returned to haunt WM without the knowledge of the brass?

BUFFALO CREEK & GAULEY, returning from the dead, is currently using B&O RS-1 9185 (ex C&O-5114) and a C-2 yellow caboose (ex-C&O, ex-Pere Marquette). Everett Young, P.O. Box 2468, Pikeville, Ky. 41501, reports watching the 9185 move 34 loads of coal down to the B&O connection at Dundon, W.Va. The Majestic Coal Co. runs the mine at Widen. Although photos are allowed, you must first get permission from the management.

UNION PACIFIC news from Harry Dubas, Box 73, Rock Springs, Wyo. 82901, has gas-turbine No. 27 gone from Salt Lake City, eastbound dead in a freight. Also, the diesel shop foreman at Council Bluffs told Harry that UP was phasing out all switchers, its aim being to use GP-9's and older road engines. Many NW-2's were spotted leaving Council Bluffs eastbound.

BACK in 1939, EMC (now EMD) was asked to provide a diesel that would provide moderate power for both freight and passenger work in yards and on branch lines. A tall order, to be sure, especially for the new concern which had just introduced the FT road diesel and was also marketing a fledgling line of yard engines. EMC already had a successful 1000-hp switcher in its NW-2, so the boys at the drawing-boards simply lengthened NW-2's frame, placed a steam generator ahead of the cab, enlarged the cab, and placed the whole thing on FT road trucks. Thus was born the NW-3 light road switcher.

The finished product was, indeed, a long NW-2, with familiar boxy, low hood, high arched-roof end cab, twin stacks, and large belly fuel and water tanks. NW-3's sold only to the Great Northern, originally their 5400-5406, then 175-181. None of these seven were on hand for Burlington Northern renumbering. The 175, 176, and 178 were traded in on GP-35's in 1965. Nos. 179 and 180 were sold to dealer G. R. Silcott, who sold the 180 to the Clinchfield, where it is now CRR 361; and the 181 went to Anaconda Aluminum, its 100 (2nd). I am unaware of the disposition of 177, but assume it also was traded in. Seven NW-3's were built between 11/39 and 3/42.

The NW-3 was successful enough to warrant Great Northern's ordering the improved NW-5, the same engine with steam generator moved behind the cab in a short hood. Cab was smaller, becoming a ¾-position cab in true road-switcher fashion. Thirteen NW-5's were produced between 12/46 and 2/47. The GN took ten: 186-195 (now BN 986-995, all still active), Union Belt of Detroit (Ford Street Union Depot) had two, Nos. 1 and 2, and Southern bought one, the 2100. The Ford St. Union Depot No. 1 was sold to Olin-Mathieson, which renumbered it 4, and FSUD No. 2 is now Mississippi Export No. 61. Southern 2100 was ordered minus steam generator. Olin-Mathieson removed theirs and chopped the short hood, all of GN's engines now are without steam generators. I assume that ME has removed theirs, as it is freight-only.

TWO NEW publications are worth mentioning here. The first is a strictly pictorial, slick-paper collection of railroad scenes called *The Lensmen* (P.O. Box 486, Brentwood, N.Y. 11717). Devoted entirely to rail photography, it is well edited and interesting. All the photos in May issue are full-page spreads. Published quarterly, a year subscription costs $3.50.

Of special interest to diesel fans is *The Modern Locomotive Handbook*, written by H. C. Eck, general supervisor of locomotive operation, C&O-B&O. The book covers the features, options, operation, and classification of most of the "second-generation" units from EMD, GE, and ALCO. Included are an air brake section featuring the 26L equipment, a trouble-shooting section, and over 40 illustrations. The book may be had for $4 from Railway Fuel & Operating Officers Association, 10414 S. Wood St., Chicago, Ill. 60643.

SEND diesel news and comments to my home at 792 Farnham Court, Cincinnati, Ohio 45240.

HOBBY CLUB

conducted by Sy Reich

HOWARD KIRKPATRICK, president of the 470 Club of Railroad Enthusiasts at Portland, Me., had been hearing a beautiful chime whistle blow occasionally along the waterfront at Bath, Me. The first time it blew, he thought steam power had returned to the Maine Central's Rockland branch. However, Prock Marine Co. of Rockland had its equipment working on a new water main and Howard guessed it might be the whistle on their tugboat.

Another club member, Bill Kistler, has solved the mystery. Undergoing dock trials at the shipyard was the USS *Dale*, a guided-missile frigate. The skipper, who might have been a railfan, obtained a steam loco whistle and had it installed alongside the usual whistle on the $50 million ship, which was finally recommissioned and headed down the Kennebec River.

Rail philatelists should know that the Mobile Post Office Society has many items for collectors of covers, cachets, postmarks, history and data of U.S. and foreign railway post office routes. It also publishes a bi-monthly newsletter, *Transit Postmark Collector*. Dues are $3 a year, three years for $7.50, reports secretary Edwin B. Bergman, 5030 Aspen Dr., Omaha, Neb. 68157.

Any information available on daily traffic flow of major railroad lines in U.S. and Canada? I'm a railfan who travels a lot, stopping to take pictures. —Carl Graves, 505 Benton Rd., Edmond, Okla. 73034.

Lois Harrington, teletype operator in the Rock Island's communications department in Chicago, leads a double life. She works days for the railroad, but spends her free time as an auxiliary policewoman at Crestwood, Illinois.

Election of Nickel Plate Road Historical & Technical Society officers saw Canadian Tom Gascoigne moved forward to national director, giving an international flavor to the Society. Dick Yager of Ft. Wayne, Ind., is now assistant director. Cleveland, Ohio, was picked as the 1972 convention site.

An all-brass lantern bearing the inscription "The Adams & Westlake Co. Makers, Chicago," belongs to N.E. Via, Jr., a Norfolk & Western track-gang foreman at Shaffers Crossing, Va., whose late father was a N&W conductor for 53 years. On one of his runs he found the lantern in an old mail car. Mr. Via seeks additional information on its history. He can be reached at 3904 Harvest Lane N.W., Roanoke, Va.

Railfans should know about the central place for Kentucky-area rail records, memorabilia, and other artifacts: the Kentucky Building and Museum on Western Kentucky U's campus in Bowling Green, served by the Louisville & Nashville. The center, within range of L&N mainline sounds, contains histories of the L&N, B&O, and C&O, as well as other phases of the state's life and history. Included are newspapers, magazines, scrapbooks, over 1,000 pieces of sheet music, rare pictures, maps, cartoons, models, etc.

If you think you can play a mean game of horseshoes maybe Monte Latino, a painter in the Western Pacific's Sacramento shops, could teach you a few extra tricks. In the past year Monte threw 5,000 shoes, with 3,250 ringers. Monte is a member of the Sacramento Horseshoe Club, rated No. 2 in northern Calif. and 36 in the nation.

The well-known John Hedge whistle collection in Longview, Texas, was recently sold to the Strasburg R.R., reports the Southwest Railroad Historical Society in Dallas.

If you had to start working as a boy of 14, you missed a lot of fun. However, Bob Pierson, of Montreal, who is in that category, gets his kicks out of a private railway car he had converted into a $300,000 luxurious fun pad, complete with two bedrooms, bath, lounge, and den. He bought the car and fixed it up, aided by an interior decorator, to the tune of $72,000, and named it the *Monteray*.

About 20 years ago, Jim Ayers of Union Railroad's maintenance of equipment department, tried his hand at carving—peach stones, if you please —and has been carving ever since. His specialty is inlaid crosses, but he also is a master at monkeys and baskets. "It takes me about three hours," says Jim, "to carve a monkey." Using a fisherman's pocket knife, with a five-inch blade, and a can of varnish, he has some carvings dating back to when he first started his hobby. None shows signs of cracking.

Richard B. Shull, member of the Twentieth Century Railroad Club of Chicago, is appearing in the movie "Such Good Friends." He is also currently showing in another film, "Hail." Any other railfans appearing in public entertainment?

A new group, Milwaukee Railfans Assn., is being formed. When you write Jack Ellis, 340 W. 8th Ave., Marion, Iowa 52302, for info., enclose SSE.

A few of the staid old big-city railroad stations are occasionally the scenes of dancing feet instead of prancing feet for train arrivals and departures. Guy Lombardo's Royal Canadians rang in a new year at N.Y. Grand Central Terminal. The Indianapolis Union Station also was the scene of a New Year's Eve dancing party, and a Whistle Stop Ball was held this past St. Patrick's Day at Denver Union Station.

During their Rio Grande series last year, Colorado Midland Chapter of NRHS sent a newsletter from various D&RGW towns. This year Intermountain Chapter plans to mail a newsletter from various locations near Denver that have a special association with Colorado rail history.

The Morse Telegraph Club, Inc., of America invites anyone who was or is a Morse telegrapher (American or International) to join its membership. The club was organized in Los Angeles in April '42 by a group of brass pounders who met at a picnic commemorating the 151st birthday of Samuel F. B. Morse, inventor of the telegraph. The club's operation is divided into 11 areas in the U.S. and four in Canada, with 70 chapters in the 15 areas. Dues of $2 a year include a bi-monthly newsletter, *Dots and Dashes*. Write to W. F. Dettle, Sec.-Treasurer and Vice President, 1004 Greenough St., Stinnett, Texas 79083.

The large number of clergymen who are railfans includes Rev. Fr. Germanos Stavropolous of the Greek Orthodox Church, 9 Farview Ave., Danbury, Conn. 06810, who wants to buy Pennsy steam pix, especially K4 No. 526, also steam whistles, bells, builders' plates, number plates.

A railroad that prides itself on a rich historical past, the Baltimore & Ohio, has been added to the list of lines about which historical newsletters are published. The *B&O Railroader* is a bi-monthly, 24-page journal devoted to recording the B&O's past. Cost is $5 a year. Contact Neilson Wood, Jr., *B&O Railroader*, 2 North Court Lane, Levittown, Pa. 19054.

The Bay Line's enginehouse, showing diesel power (left) No. 909, (center) No. 1002, and (right) No. 1501.
Photograph from Atlanta & St. Andrews Bay Railway

Florida Short Lines

Locomotive Rosters Compiled by Sy Reich

Road Numbers	HP	Builder	Builder's Model	Wheel Arngt.	Tractive Effort	Weight	Date	Notes
Apalachicola Northern Railroad								
701-704	1000	GM-EMD	NW2	B-B	61,150	244,610	1947	1
705-706	1200	GM-EMD	SW9	B-B	60,890	243,560	1952	2
707-709	1200	GM-EMD	SW9	B-B	60,890	243,560	1952	3
710-711	1200	GM-EMD	SW9	B-B	60,755	246,350	1953	
712-715	1500	GM-EMD	SW1500	B-B	?	?	1969	
716-719	1500	GM-EMD	SW1500	B-B	?	?	1970	
Atlanta & Saint Andrews Bay Railway								
501-502	1500	GM-EMD	GP7	B-B	60,635	252,460	1952	
503-504	1750	GM-EMD	SD9	C-C	87,450	356,660	1956	
505	1750	GM-EMD	SD9	C-C	87,060	355,100	1958	
506	3000	GM-EMD	SD40	C-C	92,482	384,150	1966	4
507	2300	GM-EMD	GP39	B-B	63,681	263,730	1970	5
901-902	1000	Alco-GE	RS-1	B-B	71,400	238,800	1942	6
903	1000	Alco-GE	RS-1	B-B	71,400	238,000	1942	6
904-905	1000	Alco-GE	RS-1	B-B	72,750	242,500	1943	7
906	1000	Alco-GE	RS-1	B-B	72,750	242,500	1943	7
907	1000	Alco-GE	RS-1	B-B	72,750	242,500	1943	7
908	1000	Alco-GE	RS-1	B-B	72,750	242,500	1943	7
909	1000	Alco-GE	RS-1	B-B	72,750	242,500	1944	
910-911	1000	Alco-GE	RS-1	B-B	72,150	240,500	1945	
912	1000	Alco-GE	RS-1	B-B	72,300	241,000	1947	
913	1000	Alco-GE	RS-1	B-B	73,020	243,000	1950	
1001-1002	1000	Alco-GE	S2	B-B	69,000	230,000	1942	4,8
1501	1500	GM-EMD	F3A	B-B	59,640	244,000	1947	5,9
Fort Myers Southern Railroad (owns no locomotives)								
Jacksonville Terminal Company								
30-32	1000	GM-EMD	NW2	B-B	60,700	242,810	1947	10
33-36	1000	GM-EMD	NW2	B-B	60,868	243,470	1949	10
37-39	900	GM-EMD	SW500	B-B	57,040	231,510	1954	
Live Oak, Perry & Gulf Railroad								
298-299	1750	GM-EMD	GP9	B-B	44,800	253,680	1955	11
300-301	600	GE	70-ton	B-B	34,400	137,600	1946	12
302-303	1750	GM-EMD	GP9	B-B	44,800	253,680	1955	11
6250-6251	1750	GM-EMD	GP9	B-B	44,800	253,680	1955	11
Marianna & Blountstown Railroad								
11	600	GM-EMD	SW1	B-B	49,425	197,700	1941	13
44	300	Whitcomb	45DE-27b	B-B	22,500	90,000	1942	14
75	600	GE	70-ton	B-B	35,000	140,000	1947	15
88	650	Whitcomb	80DE-5a	B-B	40,000	160,000	1942	16
Port Everglades Railway (final roster)								
300-301	300	GE	43-ton	B-B	21,500	86,000	1939	17
400	600	GM-EMD	SW1	B-B	50,000	200,000	1943	18
410	660	Alco-GE	S1	B-B	50,000	200,000	1943	19
South Georgia Railway								
202	600	GE	70-ton	B-B	34,400	137,600	1946	20
292	600	GE	70-ton	B-B	34,400	137,600	1946	20
Tampa Union Station (owns no locomotives)								
Tavares & Gulf Railroad (owns no locomotives)								
Valdosta Southern Railroad								
655	600	GE	70-ton	B-B	41,300	139,000	1955	
955	900	GM-EMC	NW1	B-B	57,500	230,000	1937	21

Rosters are based on data from Clinchfield's chief mechanical officer, IaT's general manager, Guy F. Atkinson's equip. sales mgr., BR&W's asst. gen. mgr., Empire Coke's plant mgr., Interlake's dist. traffic mgr., VS' vice pres., Birmingham Slag's Vulcan Mtl. Co., SOU's asst, vice pres., Dominion Foundries' mgr. psgr. travel, JT's president and gen. mgr., Becker Sand & Gravel's gen. purchasing agent, Tenn. RR's vice pres. and gen. mgr., Dept. of the Army's chief, matl. transp. and handling systems div., Dept. of the Air Force's deputy chief, vehicle IM div., A&SAB's master mechanic, AN's supt., and Canton's master mechanic. Data is accurate as of the fourth quarter 1971.

For the purpose of our rosters, a short line railroad is defined as a common carrier listed in the Official Guide or the Pocket List of Railroad Officials with a route length less than 400 miles.

Locomotive builders: GM-EMD, General Motors-Electro Motive Div.; Alco-GE, American Locomotive Co.-General Electric Co.; GE, General Electric Co.; GM-EMC, General Motors-Electro Motive Corp.

(1) AN 701-704 were sold to Clinchfield, renumbered 357-360 (11/70).

(2) AN 705-706 sold to U.S. Steel (3/29/71)

(3) AN 707-708 sold to the Canton, renumbered 50-51 (9/9/70, 1/13/71).

(4) A&SAB 1002 traded to GM-EMD for A&SAB 506.

(5) A&SAB 1501 traded to GM-EMD for A&SAB 507 (6/70).

(6) A&SAB 901-903 requisitioned by U.S. Army, renumbered 8010-8012. USA 8010 became U.S. Air Force 8010, then U.S. Navy 8010 (3/3/67). USA 8011 became Alaska RR. 1034 (6/51), then USA 8011 (11/56). USA 8012 became USAF 8012.

(7) A&SAB 905-908 sold to Tennessee RR., renumbered 1-2 (7/55), 5 (6/57), 3 (11/55).

(8) A&SAB 1001 sold to Precision Engineering, renumbered 1001; then sold to George R. Silcott, renumbered 1001; then sold to Becker Sand & Gravel, renumbered 33 (1968).

(9) A&SAB 1501 was rebuilt to an F7A.

(10) JT 30-32, 34, 36 sold to Pan American Engineering (3/26/65, 5/21/64, 2/16/66, ?, ?). PAE 30, 32, 34 were resold to Dominion Foundries & Steel, renumbered 15, 17, 19. PAE 31 was resold to Clinchfield, renumbered 356 (11/70).

(11) LOP&G 302-303 were renumbered LOP&G 298-299, then LOP&G 6250-6251.

(12) LOP&G 300 sold to GM-EMD (3/14/70). LOP&G 301 sold to Birmingham Slag, renumbered 34 (1956); then to Vulcan Materials, renum. 4334.

(13) M&B 11 was originally Nashville, Chattanooga & St. Louis 15, then Louisville & Nashville 15, L&N 2115, L&N 11 (2nd), now M&B 11.

(14) M&B 44 was originally General Steel Castings 2, then Standard Steel Spring ? (2/44), then USN 65-00218, then M&B 44.

(15) M&B 75 was sold to Whistler Equipment; then to Iowa Terminal, renumbered 75 (11/67).

(16) M&B 88 was originally USN 65-00143, then USN 10 (Naval Operating Base, Sewalls Point, Va.; then M&B 88.

(17) PE 300 was sold to Charles City Western, renumbered 201 (1945); then sold to Iowa Terminal, renumbered 45 (1966); then sold to Mound City Terminal, renumbered 1 (1969). PE 301 was sold to Texas Construction & Materials, renumbered 301; then sold to Kump Hauser, renumbered 301; then sold to Guy F. Atkinson, renumbered 2810; then sold to Pan American Engineering (8/53). Atkinson claims to have not owned this unit.

(18) PE 400 was sold to Black River & Western, renumbered 400 (1968).

(19) PE 410 was sold to Empire Coke Co., renumbered 410.

(20) SG 202 was renumbered SG 292. Sold to GM-EMD (1970).

(21) VS 955 was originally Elgin, Joliet & Eastern 401; then VS 955 (9/55). VS 955 was rebuilt by GM-EMD to an SW900 (10/58). ●

INFORMATION BOOTH

ASK BARBARA: Railroad questions are answered here—as many as space permits. Address Miss Barbara Kreimer, *Railroad Magazine*, 205 East 42nd Street, New York, N. Y. 10017. No questions will be answered by mail or telephone.

1 ***Information, please, on Toledo, Peoria & Western's two-stack locos. When did they see service and what was the purpose of this arrangement?***

Bearing a pair of stacks, No. 6 was one of ten Rogers Consolidation types owned by TP&W and built about 1894 or '95. The stacks stood side by side, the two exhaust pipes meeting at the base of the Y-shaped pipe and discharging steam from each cylinder through both of the stacks. B. W. Warren, then general foreman of the Toledo road, patented the unique draft equalizer. Tests made in 1896 proved that the twin stacks gave an improvement of 3 percent in speed, 10 percent in evaporation of water, 11 percent on coal per ton, and 8 percent on coal per ton-mile. But for some reason, they never caught on. Only the TP&W and the Texas Central used them.

2 ***What was the Pennsy's old "Allentown Route"?***

This was an early operation of through Jersey City-Chicago service, using Jersey Central trackage to Allentown and the Philadelphia & Reading from there to Harrisburg. Inaugurated in the 1860's, it was discontinued in 1872, when Pennsy opened the through route connection via Philadelphia. The latter was used, although 12 miles longer. The old route featured Silver Palace Sleeping Cars.

3 ***When did Baldwin Locomotive Works introduce cast-steel frames?***

These frames, first used by Baldwin, were applied to Consolidation locos built for the Santa Fe in 1898.

4 ***What adjustment is made in a retired railroader's annuity when he is also eligible for Social Security benefits?***

Under the regular formula used to compute the annuities of most railroad retirees, each of the general increases provided in 1966 (7 percent), in 1968 (average about 10 percent), and 1970 (15 percent) is subject to offset for the comparable increases the retiree gets in his Social Security benefit. The railroad annuity may be reduced by up to about one-third of the Social Security benefit. However, because of minimum increase provisions, these rises in annuity are not entirely offset. Therefore, if you receive benefits from both systems you get the full amount from Social Security, while your railroad annuity includes at least part of the increases granted.

5 ***Aside from Boston & Maine's Lima 2-8-4's, did any road have engines with Coffin feedwater heaters?***

Yes, several. The Central Vermont had several. Their 221, a 4-6-0, had a modified form. Engines 421-425 ran without them, but when renumbered 451-455 the Coffins were added.

6 ***Have you a poem called "The Empire Builder"?***

Yes, indeed, written by Walter Mair.

Deep in the heart of the Cascade Mountains,
Covered with moss and with weeds o'ergrown,
Deaf to the songs of sun-touched fountains,
The old-time shack town dreams alone.
Crumbled the sign on the commissary,
Empty the shelves where the spiders swing.
Lost little canyon breezes tarry,
Straying through doors where the lichens cling.

Here, in the days when the line was climbing,
Donkeys panted and sledges rang;
Life took fire from the powder's priming,
Echo shouted the steel-gang's clang.
Where is Pedro, with magic fingers
Strumming "The Spanish Cavalier"?
What of the Big Swede's plaint as it lingers
Over the hills of the homeland dear?

The hard-rock lads and the rowdy muckers,
Who wrestled and fought and brawl the line—
Gone, with the skinners and the buckers.
Gone, like the towering fir and pine!
Yet, in the heart of the Cascade Mountains,
The old camp wakens; it will not die.
Over the rocks and the leaping fountains
The *Empire Builder* thunders by!

7 ***How is curvature of track expressed and measured?***

A curve is part of a circle. The sharper the curve, the smaller the circle and the shorter the radius. Curvature—expressed in degrees, minutes, and seconds—equals the angle between two lines drawn from the center of the circle to two points on the circumference 100 feet apart. Curvature may be roughly determined by tying a knot midway between the ends of a string 62 feet long and stretching the string between two points on the inside face of the outer railhead. The distance between the knot and the face of the head of the rail, measured in inches, indicates the approximate curvature; e.g., 1 inch equalling 1 degree, 2 inches 2 degrees, and so on.

8 ***When did Southern Pacific introduce the Daylights between San Francisco and Los Angeles?***

In 1922. The consist of combine, coaches, diner and open observation cars was painted silver-gray in an effort to reflect sunlight, and was regularly doubleheaded. In 1937 the *Daylights* appeared in orange and red paint, hauled by new, streamlined, *Daylight*-type steamers.

9 ***What is meant by the term "cornfield meet"?***

This is when two trains crash head-on, often in a rural area, hence the term "cornfield." One of the earliest such meets recorded was March 2, 1836, on the Camden & Amboy when a passenger train and a freight train hauling lumber locked horns near Burlington, N.J. Both engines were wrecked, but no fatalities resulted.

10 ***What is the difference between a telegraph sounder and a telegraph relay?***

The Morse telegraph, as used on railroads, consisted of a key, a relay, and a sounder. The sounder was made up of two upright electro-magnets and an iron armature attached to a movable lever fixed upon a frame, elevated above the base with a spring fastened to the lever which had to be adjusted in proportion to the strength of the current. The relay's function was to open and close the local circuit to which the sounder was connected, by means of which the sounder was made to produce the required volume. Thus, Samuel F. B. Morse introduced the relay when he discovered that the current might become too feeble or variable to operate the instrument satisfactorily.

11 ***What was the old trolley term "brother-in-law"?***

A gadget small enough to conceal in a streetcar conductor's coat or the palm of his hand made the same sound as the fare indicator at the end of the car.

Fraudulent conductors sometimes use it instead of ringing up fares.

12 ***Do you know of any poem written about the "big hook"?***

How about this one, "Boss of the Wrecking Crew," by Ed Hungerford?

The fireman and brakeman and engineer
Are valiant fellows and true;
Oh, they're always on tap when it comes to a scrap—
And so is the rest of the crew;
But when there is trouble along the line,
Demanding quick action and brain,
You will usually find that the fellow behind
Is the boss of the wrecking train.

Oh, the boss of the wrecking train!
With tackle and block and crane
When old trouble's around he's the man on the ground,
A-plugging with might and main.

He is always expecting disaster,
And he's ready to face it, too
Be the trouble a switch or a train in the ditch,
He knows the exact thing to do
No doubt he's some rough in his ways of speech,
And says what he thinks pretty plain;
But the calling he serves draws some hard on the nerves,
Though he's seldom heard to complain.

Oh, the boss of the wrecking crew!
He's trusty and tried and true;
With his derrick and crane, his replacer and chain,
He shows us a trick or two.

13 ***What became of the French railway car in which World War I Armistice was signed?***

The Germans mounted it on trucks, took it by tractor automobile to Berlin on June 22, 1940, and placed it inside the main railroad station there. Hitler hoped to use it for the signing of Allied surrender terms in World War II. The surrender of France in World War II was consummated in that car, but the car was destroyed later in the Allied bombardment of the Nazi capital.

Running Extra

New Haven Railroad electric motors were 370 to 379, not 371-377 and 379 as you listed. They did become Penn Central Nos. 4970-4979. Ex-375 became the 4975 in Oct. '69. Next month 4991 and 4974-4977 came out with their new numbers. All are now in service between New Haven, Conn., and Grand Central Terminal. The former New Haven 370, 372, 378, and 379 are stored in New Haven. Those still active are used only on commuter runs, while GG-1's haul Amtrak trains between New Haven and Penn Central Station, New York City. The other NH electric motors on the property when the PC took over were former Virginian and Norfolk & Western units. On the NH they were E-33's 4600-4610.—Ed Wadhams, P.O. Box 2113, Darien, Conn. 06820.

A Dominion Helicopters Ltd. Bell 205A-1 slingloads a pair of rail sections and a bundle of hardwood ties to maintenance crews of the Quebec North Shore & Labrador Railway. The helicopter is one of five ski-equipped turbine rotocraft currently supporting maintenance of the 360-mile railway on year-round basis.

A picture caption in Dec. '71 issue said the freight train at Vaughn, N.M., was pulling out for a fast run downhill to Belen. Photo clearly shows the train westbound, but it had to overcome a lot of gravity before starting downhill. Elevation at Vaughn is 5922 feet; and 68.2 miles to the west is Mountainair, the summit, where the elevation is 6470 feet. Ruling grade westbound is generally 31.7 feet to the mile. From Mountainair the line descends to 4788 feet at Belen. Maximum descending grade is 66 feet to the mile.—Edward Mahoney, 5418 Ellsworth Ave., Dallas, Texas.

Does the Pacific Great Eastern still have any ex-interurbans or interurban sleeping cars on its property?—Roger Traubert, 77 27th St., Wellsburg, W. Va. 26070.

The Great Northern never operated a train called the *Olympian*. Until the advent of the *Empire Builder*, the *Oriental Limited* was the GN's primary Seattle-Chicago train. After the *Builder* had been put into service in 1929, the *Oriental* continued on as a secondary train. GN streamlined the *Builder* in 1947 and again in 1951. The *Builder* equipment of 1947 served the *Oriental Limited*, and the GN held a "name a train" contest to rename it. That's where the *Western Star* came from. The *Empire Builder's* fastest Chicago-Seattle time of 40 hours, 45 minutes was shown on the timetable of Oct. 29, 1961.—Frank Tobey, Box 201, Clatskanie, Ore.

I want a history and list of steam locos on Mountain Quarries Railroad.—Paul Douglas, 112 W. 21st St., Vancouver, Wash. 98660.

When I was a farm kid along the New York-to-Chicago line in northern Ohio I used to see an inspection engine. Was she owned by New York Central? I need a photo of her. Also want to know when track pans were installed east of Huron.—John Rhinsmiller, Sr., 539 Adams Ave., Huron, Ohio 44839.

Who can supply a list of railroads that publish employe magazines?—T. C. Harrill, 1018 Parkwood Ave., Charlotte, N.C. 28205.

Between Oakland and Salt Lake City on the Western Pacific's old *California Zephyr* route you can count 43 tunnels, three of them each over a mile long. On the Rio Grande between Salt Lake City and Denver there are 46 tunnels, one of which (Moffat) is over six miles. Any info. on the total tunnel mileage of this route?—Kent Hamilton, De Tour Village, Mich. 49725.

I want a history of the old Big Four, its origin, what lines did it consist of, and when did the New York Central take it over? Also which other lines were in the NYC system and when were

"Two if by sea." Dixie gal Harriet Perriett, member of Railroadiana Collectors Assn., Inc., 405 Byron Ave., Mobile, Ala. 36609, takes a look inside rail lantern. The RCAI has members in 33 states, including Washington, D.C., and four Canadian provinces. All members receive a quarterly newsletter with their membership card.
Photograph from Dan Moss, Secretary, RCAI

they acquired?—Elmer Taylor, 4957 Northland Rd., Warrensville, Ohio 44128.

Has a book ever been written on the Unadilla Valley Railroad?—Emerson Buel, Lock Box 28, Burlington Flats, N.Y. 13315.

Anyone know about the wreck on the New York Central's Falls branch at Brockport, N.Y. on Aug. 18, 1881? I have two stereo slides showing engine 529 on the ground there.—Bill Gordon, 232 Beresford Rd., Rochester, N.Y.

What type of railroad and where are, or were, the following located: Hetch Hetchy, Conemaugh & Blacklick, Kanawha & Michigan, Union, and Sumpter Valley?—R. E. Mohoney, 21 Taylot, Canisteo, N.Y. 14823.

I seek pictures of locos, trains, stations, and newspaper clippings on the Abraham Lincoln funeral car from 1869 up to the time Franklin B. Snow acquired it in 1902.—Frank Cornell, 4955 Creek Rd., Lewiston, N.Y. 14092.

Railroad recently published a photo taken just south of the Pennsy's West Philadelphia station in 1898. Where was this depot located and why was it closed?—Harold Smith, 61-17 68th Ave., Brooklyn, N.Y. 11227. (*Ed. note*: It stood at 32nd and Market streets on the main line and was razed when the present 30th Street Station replaced the old Broad Street Station)

Would like info. on the wreck of Santa Fe's *California Limited* at San Anita, Calif., sometime between 1945 and '47, including the engine number? Was anyone killed?—J. L. Carter, Rosemead, Calif. 91770.

What became of the El Paso & Southwestern? I remember seeing its trains run through Hereford, Ariz., in 1913.—Andrew Crofat, 1502 Washington Valley Rd., Somerville, N.J. 08876. (*Ed. note*: Now part of the Southern Pacific.)

I want a list of Soo Line books.—Larry A. Kayser, 350 Baldwin Rd., Apt. L-9, Parsippany, N.J. 07054.

As to a query in your April issue, the OKC&E was the Omaha, Kansas City & Eastern, while SLK&NW was the St. Louis, Keokuk & Northwestern, both now part of Burlington Northern. Now, I have a question. I recently saw a standard red boxcar with the initials AMA but no number or other identification. Anyone know details?—Donald Huygens, 816 N. Virginia St., Mason City, Iowa 50401.

Who can supply a current list of steam locos on display?—Kenneth Bitten, 23-16 Fairmount Pl., Fair Lawn, N.J. 07410.

I own a yard switchstand lantern fitted with amber and blue lenses. When viewed in hand, the blue lens is definitely blue, but when illuminated by an electric lamp the transmitted light is an intense white with a faint bluish cast. Is this "lunar white?" If not, what is lunar white?—G. Lynn Taylor, M.D., 495 Biltmore Way, Coral Gables, Fla. 33134.

I want a history of the 61-mile Louisiana & North West, also a schedule of its two numbered trains, 15 and 16.—R. M. Sievers, 120 E. Cypress St., Glendale, Calif. 91205.

Answering a question in March '71 issue, Pennsy GG-1 No. 4876 crashed into Washington Union Station on Jan. 15, 1953. I believe she's still operating, because not long ago I took a picture of her coming through South Elizabeth.—John Locke, 35 Woodcliff Ave., Woodcliff Lake, N.J. 07675.

Which U.S. railroads still use steam locos on regular freight and passenger runs? Approximately how many active steamers are left in the country? Does any nation aside from India, Brazil, Indonesia, and South Africa still use considerable steam?—John Smythe, West St., Brookville, Mass. 02226.

A song in the 1930's told about the train that went through a house. I'd like to know its title, the company that made the record, and where I can get the disc, tape, or cassette.—Wm. Earnshaw, 2013 64th Ave. S., St. Petersburg, Fla. 33712.

IN SEARCH OF STEAM

Mike Eagleson

CANADIAN NATIONAL Railways outshone all other steam news this month with their confirmed public announcement that they will return another mainline steamer to excursion service. Honors go to 4-8-2 No. 6060, class U-I-f, displayed in a Jasper, Alta., park since 1962. Soon, this black and green striped beauty will travel to Pt. St. Charles shops in Montreal for overhaul. Taking her place at Jasper will be No. 6015 4-8-2, class U-1-a, now at the Canadian Railway Museum at Delson, Quebec (near Montreal). 6015 will be repainted and sent west.

No. 6060 was built in 1943, being the prototype of the final steam loco order placed by Canadian National. She started her life as a coal burner, but converted to oil when sent west during the final years of steam. Right now, she is minus her distinctive bullet nose which gave this class the nickname "bullet nose Bettys."

I have every confidence in the world that CNR, when restoring this only operating example of a Mountain-type steamer in North America, will fabricate a new bullet nose, returning her to her original appearance. It is believed that when 6060 finishes her 5 to 7 year operation in excursion service, she will be donated to the Museum at Delson to replace their 6015. Trips will commence in '73 or '74. Further news from Canada indicates that recently retired CNR No. 6218 4-8-4, class U-2g, will go to Delson.

IN EARLY May I had the pleasure of being the guest of Michael Koch of Scarsdale, N.Y., honoring the publication of his new book on Shay locomotives, *Titan of the Timber*. This book is a huge volume, and is a great book on the Shay loco. Marking this special event, Mike arranged with the State of West Virginia and Cass Scenic Railway to hold a spectacular two-day event for some of the biggest names in railroad photography and those who aided in writing his book.

Saturday, May 6, featured the debut of Shays Nos. 2 and 3, recently acquired from the far west. It was the first time they operated at Cass. I rode the first car behind the tender, listening to the loud bark of No. 2's exhaust, and the occasional slipping of No. 3. What a performance the pair gave us tackling the 13% grades with their oil smoke flying for several movie runs!

On Sunday we had coal burners Nos. 4 and 5. Did we get a head full of cinders from those sidewinders attacking the heavy grades! The grand finale of the weekend was a quadruple-header, the first one in Cass' history.

Joseph A. Mannix, 33-18 161st St., Flushing. N.Y. 11458

Ex-Southern 2-8-0 No. 385 hauls 4th annual Morris County Central Ramble upgrade toward Essex Falls, N.J., May 20, 1972.

Mike Eagleson does not work in our office. To save time, send steam mail directly to his home, 37 Edgemere Avenue, Mt. Arlington, N.J. 07856.

All four Shays in numerical order coupled up for a Shay spectacular. The noise and smoke was fantastic as these locos, with their connecting gears flashing in the sun and boiler jackets glistening with new paint, ran wide open. Recording enthusiasts were especially delighted with plentiful whistling of four distinctive tones coming from the four locos. Camera fans, myself included, were thankful for the great weather. The tree buds were just opening and the air smelled of Spring and coal smoke. What a combination! Thanks to host Mike Koch and Cass for the greatest Shay demonstration in history.

SOUTHERN PACIFIC 4-6-0 No. 2248 is currently on the property of Charles T. Brown Co., 1955 Glenoakes Blvd., San Fernando, Calif., reports John B. Corns, 604 Fulton Rd., N.W. Canton, Ohio 44703. John also reports that sitting behind the Warehouse Bar in Monterey, Calif., is Pickering Lumber Co., Heisler No. 1. She is on blocks and wheel trucks are scattered around the ground. It's reported the owner of the bar, who owns No. 1, hopes to restore her. More from John Corns: *The Flying Scotsman* is still without steam at Fisherman's Wharf at San Francisco. The British 4-6-2 had been operating on weekends and holidays, but local residents complained that there was too much whistling, and has become a static display. Alternatives are being worked out with the Belt Railroad where a substitute whistle could be used under proper safety regulations.

DONALD E. BLAKESLEE, 53 E. Market St., York, Pa. 17405, discovered a pair of 0-4-0T's in deplorable condition in a field west of State Rte. 800 and 2½ miles north of Woodsfield, Ohio. Don learned that the steamers were purchased from a proposed tourist operation near Steubenville.

THE LAST steam locomotive built by the great Chittaranjan Locomotive Works, also the last one built in India and the last one produced for Indian Railways, was YG 3573, a meter-gage freight engine, on Feb. 5, 1972. She was dispatched that day to Varanasi loco shed of the North Eastern Railway. This information comes from R.C. Kale, Tata Engineering & Locomotive Co. Ltd., Jamshedpur-10, Bihar, India, in connection with Fritz Lehman's article, "India Still Has Over 9,000 Steamers" in last month's *Railroad Magazine*.

From 1950 until the above date, Chittaranjan built 2,351 steam locomotives, as follows: broad gage (5'8"): WG 1,908, standard freight; WP 259, standard passenger; WT 30, suburban passenger tank; WL 94, light passenger; and the following meter gage (3'3⅜"): YG 60, standard freight.

Adding to these figures the 1,155 steam locos built by Tata (meter-gage YC 604 plus YP 551) gives a total steam production in India for Indian Railways since the nation became independent in 1947 as follows: broad gage, 2,291 from 1950 to 1970 (types WG, WP, WT, WL), and meter gage, 1,215 from 1952 to 1972 (types YG, YP), or a grand total of 3,506 steamers. (This does not include the steam locos operated in India under British rule nor imports from foreign countries.)

STEAM TRACTION will end in Czechoslovakia in 1977, reports *British Rail News*. The five-year plan calls for 1,000 new diesels and 90 electric locos.

POLAND will have 80% of all railway traffic in the couplers of electric locos by 1980. The next three years call for further electrification of nearly 800 miles. Much of Poland is steam powered, but photography is still forbidden.

EDWARD ODOM, Via-19 #PR-9, Villa Fontana, Carolina, Puerto Rico 00630, writes that there is still steam on the island. A 2-8-0, is now operating on meter gage in Fahardo, after being completely overhauled. A second loco is in the shops slated for operating a train through the mountains. In all there are about 7 steam locos.

PAUL FULLER of Passumpsic, Vt., has sold former Crotch Island Railroad 0-4-0 saddle-tanker No. 2 to Mrs. Ambrose Cramer of Scottsdale, Ariz., who plans to move the 1904 Vulcan from Stonington to Rockland, Me., for permanent display in memory of her husband.

CUMBRES & TOLTEC Scenic Railroad has "mudhen" No. 463 on a short siding next to the new station at Antonito. It has been pronounced in excellent shape by many experts, including Ben Greathouse, one of their fine engineers. Several thousand dollars are necessary to re-flue and re-fit 463, however, and to get her running again in the same good condition when she was on the Durango-Silverton run in 1954.

GOLD COAST Railroad in Ft. Lauderdale, Fla., had a golden anniversary party recently for their steam loco No. 153. The 153 was built in May, 1922, by American Locomotive Co., Schenectady, N.Y. She was used by the Florida East Coast Railway from 1922 to 1938. One of her great honors was pulling President Coolidge's train to Miami in 1928. She was frequently on the run between Miami and Key West before the 1935 hurricane swept this portion of the railroad out to sea, and was one of the last engines to reach Miami from Key West before the hurricane ripped out the bridges behind her. In 1938, No. 153 was sold to the U.S. Sugar Corp. at Clewiston, Fla., and was donated to Gold Coast Railroad in Feb. 1957.

SOUTHERN RAILWAY scheduled 20 steam excursions up to the first week in August behind Nos. 722, 750 and 4501. Charlie Morgret, Manager, Public Relations for the line, indicates that there will be more in late summer and throughout the fall. Taking advantage of these steam runs are various southern chapters of NRHS and rail museums. To name a few: Atlanta, North Alabama, Heart of Dixie, Augusta, Old Smoky, Louisville, Jacksonville, and Tennessee Valley Railway Museum. ●

BOOKS OF THE RAILS

by ALBERT HERSKOVITS

EURAILPASS TRAVEL GUIDE, by Robert Baxter, 241 pages, soft cover, 4½x6½", schedules, maps, index, Rail-Europe, P.O. Box 3255, Alexandria, Va. 22302, $2.95.

Railfans, Europe-bound, won't want to miss this one. The 1972-'73 edition gives you the ins and outs of train rides and other bonuses, such as river cruises, available with the Eurailpass, which is a ticket for unlimited rail travel in 13 European countries. Also included are sketches and descriptions of main stations, current inter-city train schedules, international connections, excursions from main rail centers. and useful addresses.

SEVERN VALLEY STEAM, by Sir Gerald Nabarro, M.P., 108 pages, hard cover, 5½x8½", photos, rosters, maps, Routledge & Kegan Paul Ltd., Broadway House, 68-74 Carter Lane, London EC4V 5EL, $7.50.

The restoration of a closed line is always news. Reopening of the British Severn Valley Railway, with former GWR and LMS steam locos, should interest touring railfans in general and British rail enthusiasts in particular. Sir Gerald has written a lively book about a little-known line that holds much promise of being widely publicized for its reopening this year for steam operation.

THE RODDIS LINE, by Harvey Huston, 150 pages, hard cover, 6¼x9¼", photos, rosters, maps, Harvey Huston, 860 Mt. Pleasant, Winnetka, Ill. 60093, $10.

Logging roads of the Upper Midwest have intrigued railfans for years. The author of *Thunder Lake Narrow Gauge* has such a book in this story of the Roddis Lumber & Veneer Co. Railroad and the Dells & Northeastern Railway. Neither one journeys back to the '80's, or '90's, but both did their part and more in the rough and tumble lumber country of northern Wisconsin from 1903 to 1947.

JOURNEY TO AMTRAK, edited by Harold A. Edmonson, 104 pages, hard cover, 8½x11½", 224 photos, schedules, maps, Kalmbach Pub. Co., 1027 N. Seventh St., Milwaukee, Wis. 53233, $6.50. (Not available through our own Book Service.)

With various Amtrak changes since May 1, 1971, some of this book's editorial matter might be dated, but not much. While somber on the terminal cases of many passenger trains throughout the country in the past decade, Edmonson does manage to transport many of us to a happier time. For instance, taking the *Maple Leaf* out of Dearborn Station in Chicago, riding up Sherman Hill on the *City of Los Angeles*, and crossing the Potomac at Harper's Ferry on the *Capitol Limited*. If not Amtrak, what?

THE AMERICAN RAILROAD, 20 pages, soft cover, 5¼x8½", prints, sketches, The Builder's Compendium, Cossayuna, N.Y. 12823, $1.

This is an original from *Harper's New Monthly Magazine* of 1874. A real twilight-zone piece for lovers of late 19th century steam railroading. In this raucous, noise-polluted summer of 1972 how would you like to climb aboard, in imagination, an Erie passenger train crossing the Starucca Viaduct, with its limitless vistas, and pass through the rolling hill country of New York State on an August day in the 1870's?

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As a service to readers, we sell books at about 5 percent off publisher's price. Our discount applies to almost any English language railbook still in print, if it retails at $3.50 or more. Allow from 4 to 6 weeks for delivery.

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The books are available only by mail, *Railroad Magazine Book Service,* 205 East 42nd Street, New York, N.Y., 10017. Here are a few suggestions:

	List Price	Our Price
WORKIN' ON THE RAILROAD, Richard Reinhardt	$ 8.95	($ 8.50)
THE IRON HORSE, by Henry Comstock	$17.50	($16.70)
RAILROAD AVENUE, by Freeman Hubbard	$ 6.95	($ 6.60)
THE RAILROAD SCENE, Wm. Middleton	$ 8.95	($ 8.50)
THE RAILROAD CABOOSE, by Wm. F. Knapke	$ 7.95	($ 7.55)
PULLMAN & PRIVATE CAR PICTORIAL	$ 6.95	($ 6.60)
BESSEMER & LAKE ERIE, 1869-1969, Beaver	$10.00	($ 9.50)
CAR-BUILDER'S DICTIONARY, Forney	$19.95	($19.00)
CN STEAM POWER, by Clegg and Corley	$12.95	($12.30)
ENTERPRISE DENIED, by Albro Martin	$10.95	($10.40)
LAKE SUPERIOR RAILROADS, Dorin	$10.95	($10.40)
SHORTLINES OF ARKANSAS, Hull	$ 9.95	($ 9.45)
L&N STEAM LOCOMOTIVES, Richard Prince	$12.50	($11.90)
IRON HORSES TO PROMONTORY, Gerald M. Best	$10.00	($ 9.50)
SOUTH SHORE INTERURBAN, Wm. Middleton	$10.00	($ 9.50)
TO THE MOUNTAINS BY RAIL, by Wakefield	$15.00	($14.25)
PENNSYLVANIA RAILROAD K-4S, H. P. Albrecht	$ 3.00	($ 2.85)
INTERURBAN INTERLUDE, by E. J. Quinby	$ 7.95	($ 7.55)
PENNSY POWER II, Staufer and Pennypacker	$15.00	($14.25)
TRAIN WATCHER'S GUIDE TO CHICAGO	$ 3.15	($ 3.00)
HEADLIGHTS & MARKERS, Donovan and Henry	$ 6.95	($ 6.60)
MEXICAN NARROW GAUGE, by G. M. Best	$ 7.50	($ 7.15)
GOLD RUSH NARROW GAUGE, by Cy Martin	$ 6.95	($ 6.60)
AMERICAN LOCOMOTIVES, by John H. White	$20.00	($19.00)
DOWN AT THE DEPOT, by Edwin P. Alexander	$15.00	($14.25)
THE AMERICAN STEAM LOCO, Vol. I	$14.50	($13.75)
OVER THE HILLS TO WOODSTOCK, by Mead	$ 3.50	($ 3.35)
MORRISTOWN & ERIE, T. T. Taber III	$ 6.95	($ 6.60)
ERIE POWER, by Alvin F. Staufer	$20.00	($19.00)
20TH CENTURY, by Lucius Beebe	$ 5.95	($ 5.65)
DELAWARE & HUDSON, by Shaughnessy	$15.00	($14.25)
THE COLORADO ROAD, F. Hol Wagner Jr.	$15.00	($14.25)
THE SHAY LOCOMOTIVE, by Michael Koch	$19.50	($18.55)
GHOST RR's OF INDIANA, by Elmer Sulzer	$15.00	($14.25)
RAILS TO BLUE RIDGE, H. H. Harwood	$ 4.50	($ 4.25)
NARROW GAUGE TO REDWOODS, Dickson	$ 7.95	($ 7.55)
ALL ABOARD! RR's in Michigan, W. D. Dunbar	$ 7.95	($ 7.55)
RAILS TO POSSUM TROT, by J. A. Stowe	$ 2.50	($ 2.40)
SUPER POWER STEAM LOCOS, by R. J. Cook	$ 8.95	($ 8.50)
RAILROADS OF YOSEMITE VALLEY, H. Johnston	$10.00	($ 9.50)
SNOWPLOW, by Gerald M. Best	$ 6.00	($ 5.70)
THE TRAINS WE RODE, Beebe and Clegg, Vol. I	$15.00	($14.25)
THE TRAINS WE RODE, Vol. II, Beebe-Clegg	$15.00	($14.25)
LIFE ON A LOCOMOTIVE, by George Williams	$ 5.95	($ 5.65)
OPEN THROTTLE (rail-fiction stories)	$ 3.75	($ 3.55)
GREAT DAYS OF THE CIRCUS, by Freeman Hubbard	$ 5.95	($ 5.65)
STEAM POWER: C&NW, by Charles T. Knudsen	$10.00	($ 9.50)
STEEL RAILS TO SUNRISE, Ziel and Foster	$12.95	($12.30)
STEEL RAILS TO VICTORY, by Ron Ziel	$14.95	($14.20)
GREAT LAKES CAR FERRIES, by Geo. Hilton	$ 6.00	($ 5.70)
THE OVERLAND LIMITED, by Lucius Beebe	$ 5.95	($ 5.65)
THE MA & PA, by George W. Hilton	$ 5.00	($ 4.75)
THE RUTLAND ROAD, by Shaughnessy	$10.00	($ 9.50)
THE PULLMAN SCRAPBOOK, Wayner	$ 4.95	($ 4.70)
COMMUTER RAILROADS, by Dorin	$12.95	($12.30)
LOCOMOTIVES OF DICKSON MFG. CO., Gerald Best	$10.00	($ 9.50)
COLLECTOR'S BOOK OF LOCOMOTIVE, E. Alexander	$15.00	($14.25)
ATLANTA AND THE OLD SOUTH, Wilbur G. Kurtz	$ 5.98	($ 5.70)

THE SWITCH LIST

We list entries free but without a guarantee. Not over 25 words, including name and address. Use abbreviations: *tts* (timetables), *emp. tts.* (employees timetables), SSE (send 8c stamped envelope, if in U.S., for list or details). Your entry will be printed in our first available issue. Address Sy Reich, *Railroad Magazine*, 205 East 42nd Street, New York, N.Y. 10017.

ROGER ARCARA, 4231 Leland Ave., Bronx, N.Y. 10460, sells reconditioned 120-620, 116-616 cameras used by railfans for big oblong neg.; info. free.

SCOTT ARDEN, Box 1260, Star Rte., Noti, Ore. 97461, buys wax sealers, brass lanterns, loco brass items, express items.

LARRY ARGO, 756 La Vega, S.W., Albuquerque, N.M. 87105, buys, trades ATSF date nails.

H.E. ASHCROFT, Box 304, Glenwood City, Wis. 54013, buys E&LS pre-'20 pix, tr. orders, dispr. tr. sheets, etc., any documents of Escanaba Traction, Escanaba Power & Lt.

HARVEY BASS, 287 Valley Rd., River Edge, N.J. 07661, buys Erie, suburban tts., NYS&W tts.; sells EL, PRR, NYC, Amtrak tts. (SSE.)

WM. BENEDICT, 1645 Beach St., San Francisco, Calif. 94123, buys medals with loco or tr. in its design, esp. those issued by rrs.

WARREN BOHLMAN, 3811 N. Pacific St., Chicago, Ill. 60634, will buy photo copy of mid-'30's CB&Q section of the Off. Register of Psgr. Tr. Equip.

G.J. BOLINSKY, 435 Alameda Ave., Tacoma, Wash. 98466, wants to contact 35mm railcamera fan in Owensboro, Louisville, Ky.

HARRY BOUDREAUX, 3215 Madonna Dr., Alexandria, La. 71301, sells semaphore signals, condr. uniforms, caps, kerosene lanterns, etc. (SSE).

SETH BRAMSON, 8035 Cecil St., Miami Beach, Fla. 33141, buys, trades for anything FEC or predecessors, anything Fla. Buys RPO, trolley, diner items of any rr.

HOWARD BROWN, 906 W. 23rd St., Connersville, Ind. 47331, sells pre-'40 tie date nails. (SSE).

GARY BUCHANAN, S. Taylor Rd., Reynoldsburg, Ohio 43068, buys, color slides of Calif. Wstn. or trades dupls. for them.

CAL BULMAN, 45 Garden Pkwy., Henrietta, N.Y. 14467, trades A&A 3¼ lanterns for others. Buys 5⅜ globes of C&WI, D&RG, CNO&TP, NYC&SL.

CURT CARLOUGH, 229 Rea Ave. Ext., Hawthorne, N.J. 07506, buys slides of EL, L&NE, CNJ, LV, NYS&W, L&HR locos 1, 8, 24, 26.

PAT CARMODY, 1137 E. Michigan Ave., Battle Creek, Mich. 49017, buys diesel loco rosters, any size pix, 35mm color slides of Mexican rrs.

GERALD CARSON, 11945 Gay Glen Dr., Maryland Heights, Mo. 63043, sells size 616 IC steam negs., pix.

BILLY CARTEE, Rte. 3, Box 392, Cullman, Ala. 35055, buys b&w, color pix of Calif. Wstn. 46.

CECIL CHURCH, 216 Rideau Terr., Ottawa, Ont., Canada, buys, trades, sells Alco, Baldwin, Lima steam loco bldrs. pix, catalogs.

ED CONKLIN, 5 King Arthur's Court, St. James, N.Y. 11780, sells PRR, NYC, NH diesel bldrs. plates, tts., mags., color slides, locks, forms. (SSE).

AL CONRAD, 96 Buckhaven Hill, Upper Saddle River, N.J. 07458, buys 35mm diesel slides of L&NE, NYO&W, NYS&W, RUT, EL, Erie, DL&W, BN, D&H, CNJ, NKP.

C.F. COOK, 4598 Oakwood Dr., Rte. 5, Des Moines, Iowa 50317, buys info., pix of Waukon & Miss. n.g., CMSP&P Waukon br. Needs CMSP&P std., n.g. rosters.

JOHN CORNS, 604 Fulton Rd., Canton, Ohio 44703, buys, trades for N&W steam hardware, esp. from K-3's.

DENNIS COWLEY, 7700 Sterrettania Rd., Girard, Pa. 16417, will buy pix, slides of Pitts. Rys. cars 1491, 1501, 1524, 1541, 1544, 1562, 1606, 1611, 1629, 1668, 1682.

STAN CREWS, 5745 Azalea Garden Rd., Norfolk, Va. 23518, sells tts. of 1960's (SSE).

LU CUMMINGS, 129 Nevin St., Lancaster, Pa. 17603, buys negs. BTC 5555, NRHS Bulls. '35-'55 on PA trolleys, info. on Conestoga Traction.

PHIL DAHL, 322 Laurel St., Batavia, Ill. 60510, sells CB&Q tts., tr. orders, railroadiana. (SSE).

JEFF DAMERST, 209 W. 5th St., Emporium, Pa. 15834, buys info., pix, slides of steam and diesels on Nicholson and Starrucca viaducts.

R.G. DANIELS, 2323 Belvedere Dr., Scotch Plains, N.J. 07076, buys pix of Brill gas elecs.

H. DAVIES, 11 Forest Dr., Morris Plains, N.J. 07950, buys loco pix of Mason, RI, Manchester, other early bldrs.

ED DAVIS, 282 Elderts Lane, Woodhaven, N.Y. 11421, trades dupl. rr. or marine slides for slides of Lima, Baldwin diesels.

RALPH DEATHERAGE, 223 Merriweather Lane, Fairview Heights, Ill. 62208, trades switch keys.

R.H. DELLINGER, Box 4095, Birmingham, Ala. 35206, buys rr. uniform button collections.

VINCENT deSANTIS, 196 Carbon St., Paterson, N.J. 07522, buys negs. of EL F units, psgr. equip., FM units, tts., emp. tts.

RAY DESCHENES, 903 Mohawk Rd. E., Hamilton, Ont., Canada, sells 3½x5 to 11x14 steam pix CN, CP. List 30c. Buys, sells CN, CP, TH&B steam negs.

MARV DOUDNA, 260 N.W. 145th St., Miami, Fla. 33168, will buy movies of B&O gas-elecs. between Zanesville and Parkesburg.

PAUL DOUGLAS, 112 W. 21st St., Vancouver, Wash. 98660, will buy negs. of OWR&N 4-4-2 88-102, NP 2175, GN 1750-1764, AT&SF 3000-3009. Trades negs.

DAVE DURKOOP, HHC, USASCS, Fort Monmouth, N.J. 07703, will buy Back Mountain View name plate.

MIKE EAGLESON, 37 Edgemere Ave., Mt. Arlington, N.J. 07856, will buy "Last Steam Locos in W. Europe," by Ransome-Wallis, other foreign steam pic books.

W.C. EDGAR, St. Charles, Iowa 50240, will sell early vols. of Transactions of Amer. Inst. of Elec. Engrs. containing elec. ry. data.

DENISE FERRARI, 274 Emerson Ave., Bronx, N.Y. 10465, sells rail book-ends.

JACK FESCO, 4309 Edenhurst Ave., Los Angeles, Calif. 90039, will sell 1927, '38, '47 Loco Cyclopedias; ICS Blue Bks. on Steam Loco & Air Brake. (SSE).

FRED FRIED, 875 W. End Ave., New York, N.Y. 10025, will sell rr. lithos, woodcuts, engravings, etc., but only as entire collection.

PAUL GARDE, 24 Court St., Colorado Springs, Colo. 80904, sells 17x14" serigraphs, new silk-screen-process loco drawings, autographed by artist Earl Powell, mounted, $4 postpaid.

T.G.J. GASCOIGNE, Box 565, Oshawa, Ont., Canada, buys-'38 Railroad Magazine, Ry. Progress, Short Line RRer, CERA Bulls., etc.

CHAS. GEBHART, 1434 Jefferson Ave., Rahway, N.J. 07065, buys pix of std. steel psgr. cars of LV, DL&W, MEC, B&M, NKP, WAB.

TERRY GEHRIS, 555 West St., Pottstown, Pa. 19464, trades train orders, railroadiana, esp. RDG.

J.L. BEIB, RD 1, Mount Joy, Pa. 17552, will buy or trade for bldrs. plate from PC steam crane at Paoli CN 2669.

LOU GEORGE, 7 Eldred St., Middletown, N.Y. 10940, sells cancelled rr. stocks. (SSE).

GLENN GIERZYCKI, 2936 E. Crawford Ave., St. Francis, Wis. 53207, trades 1960's public relations matl. from ACL, AA, DM&IR, WAB for SOO, CMSP&P C&NW.

CARL GIESLER, Box 692D, Chester, Pa. 19014, sells steam bldrs. blueprints of PRR, UP, GN, etc. (SSE).

CHAS. GOODMAN, 5826 S. Western St., Chicago, Ill. 60636, buys telegraph, telephone instruments; rr. china, silverware.

CHAS. GOOLSBY, 901 Beal St., Charlotte, N.C. 28211, sells pre-Amtrak tts., Off. Guides, Equip. Registers, emp. tts., tr. orders, calendars, (SSE).

BILL GORDON, 232 Beresford Rd., Rochester, N.Y. 14610, sells FJ&G book with 340 pix.

BOB GOTTSCHALL, 1026 N. 6th St., Reading, Pa. 19601, sells pix of PC, RDG steams, diesels. (SSE).

LORNE GRABOWSKI, 422 Kent Rd., Winnipeg 5, Man., Canada, buys PC, SCL, C&O, B&O, SOU rosters.

BOB GREENAWALT, 3643 N. Rosemead Blvd., Rosemead, Calif. 91770, will buy 1868-'69 Poor's Manual; trades others.

J.C. GRELLER, 199 Prince St., New York, N.Y. 100112, sells transfers, loco bldrs. bks., etc. from NYCTA, BMT, NYC, etc.

AL GUNDERSON, 427 Chicago Ave., Savanna, Ill. 61074, trades color postcards of locos on display.

CHUCK HALL, Antrim, N.H. 03440, sells color pix, slides of B&M snowplows, covered bridges in N.E., etc. (SSE).

KENT HAMILTON, Caribou Lake Resort, DeTour Village, Mich. 49725, buys rr. ash trays, "Watch Your Step" signs.

STEVE HARPER, 330 S. Middletown Rd., Media, Pa. 19063, buys pre-1969 Off. Guides, PRR tts.

GREG HARROD, Rte. 3, Box 423C, Stafford, Va. 22554, will buy VGN switch lock and key.

GREG HENDRICKS, 97-34 80th St., Ozone Park, N.Y. 11416, sells brass plates, "Built by Pullman-Standard."

M.C. HILLMAN, Woodstock, N.B., Canada, buys 35mm slides of 2-6-6-2T's, 2-4-4-2's.

JOHN HILTON, 4010 Highview Dr., Silver Spring, Md. 20906, sells, trades back issues Railroad Magazine, Mdl. RRer, RMC, emp. mags. (SSE).

GEO. HORNA, 940 Riedy Rd., Lisle, Ill. 60532, trades 35mm color slides of Chicago area locos for Mexican diesel slides.

HUGH HORNSTEIN, 1925 W. Manitou St., Muskegon, Mich. 49441, trades D&RGW stocks of about 1898 for others. (SSE).

ALLAN HOOVER, 120 Front St., Peru, Ill. 61354, wants pix of steam locos showing rr. emblems.

AL HUDSON, 617 Sundale Dr., Birmingham, Ala. 35235, sells roll signs, hdlts., controller handles, etc., from IC commuter cars. (SSE).

R.J. HUGHES, 20 Woodland Pk., Rochester, N.Y. 14610, sells pix of PC C-C power on Horseshoe Curve. (SSE).

For 73 years RAILWAY MAGAZINE has been closely connected with the making of railroad history.

Published monthly it has a full colour cover and a Panorama section containing up to twelve pages of nostalgic and news pictures with comprehensive descriptions. Each issue carries an article on Locomotive practice and performance; these are authoritative accounts of steam, diesel and electric locomotive performances with illustrations and tabulated data. The contents are carefully balanced with articles on modern and historical railroad subjects —mainly British but including overseas items.

RAILWAY MAGAZINE
DORSET HOUSE,
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RICH HUTCHINGS, 24055 Gill Rd., Farmington, Mich. 48024, sells, trades diesel slides of GTW, CN, C&O, also GTW diesels negs. Buys GTW steam negs. (SSE).

ROSS JACK, Box 202, Petrolia, Pa. 16050, buys pix, negs., slides of PRR 1403, B&O F units, FA-2's, sharks around Pgh. or Butler, Pa.

WILSON JONES, 105 Fairmount Ave., Hackensack, N.J. 07601, buys pre-1960 Erie railroadiana.

ARNOLD JOSEPH, 2512 Tratman Ave., Bronx, N.Y. 10461, sells back issues many rr. mags., bks., tts. (SSE).

BRYON JOYCE, Box 1241, Enid, Okla. 73701, buys 1900-'41 CRI&P tts., flatware, china.

DON KAEGEBEIN, 1412 Greenlawn, Munster, Ind. 46321, will trade Trains Albums 6, 10, 11, 12, or 18 for 1, 2, 7, 9, 13, 15, 16, 17, or 19.

JOHN KEAVY, Jr., Box 214, Fall River, Mass. 02724, sells steam, diesel, elec., trolley postcards. List, sample 15c.

DAVE KELLER, 5473 Express Dr. N., Holtsville, N.Y. 11742, buys LIRR negs. Trades LIRR tr. orders 1936-'45 for Boy Scout patches, lapel pins.

CHALMER KERR, Jr., 2909 1st Ave., San Diego, Calif. 92103, buys pix of GB&W Alco 2-8-2.

WENDELL KOONTZ, you forgot street address.

DON KINNAMAN, 6746 N. 10th Ave., Phoenix, Ariz. 85013, will sell 1850 steamcar plans, LS&MS spike maul, 1929 rr. map, guides, bks., mags., etc. (SSE).

J.F. LAJOIE, 22 Stevens St., Methuen, Mass. 01844, sells New Haven uniform buttons. (SSE).

AL LANGLEY, Rte. 1, Box 64A, North Augusta, S.C. 29841, sells, trades much railroadiana. (SSE).

G.L. LARNED, Box 263, Bedford Hills, N.Y. 10507, will buy Railroad Magazine 12/29-1/32.

JAY LENTZNER, Box 296, Savanna, Ill. 61074, sells CMSP&P Milw. Term. Div. emp. tts. 1948-'64. (SSE).

SCOTT LOMOZZI, 3144 Gary Ave., Merced, Calif. 95340, sells, trades, buys, forms, tts., emp. tts., railroadiana. (SSE).

JOHN LYKO, 5226 W. 24th St., Cicero, Ill. 60650, sells dupl. slides of diesels, trolleys, steam fantrips, CB&Q, UP, CN. (SSE).

A.B. MAGARY, 157 E. 18th St., New York, N.Y. 10003, buys pre-1930 tts. of small rrs.; sells recent European tts. (SSE).

DICK MAGUIRE, 11 Baker Rd., Reading, Mass. 01867, sells B&M emp. tts.; B&M, ARR, CN, NH, British Rys. rulebks. (SSE).

ALEX McDONALD, 20 Parkhurst, Lebanon, N.H. 03766, will buy 5x7 contact prints from John Powel collection, PRR originals only.

H.G. MacDONALD, 124 E. Wisteria Rd., Wildwood Crest, N.J. 08260, wants to contact successful bidders of lots 676, 698 in recent PC auction.

RALPH MILLER, 742 W. St. Paul Ave., Waukesha, Wis. 53186, sells pix steam, wrecks. List 25c, refundable.

GARY MORGAN, 1219 10th St., Greeley, Colo. 80631, sells large pix of UP 8444 pulling Amtrak tr. 2/72.

DICK MORHARD, 14 Rogers Lane, Smithtown, N.Y. 11787, sells 35mm slides, b&w pix, negs., railroadiana. (SSE).

HAL NAUDASHER, 641 Pennbrook Ave., Lansdale, Pa. 19446, sells rr. lantern globes. (SSE).

H.G. NELSON, 210 W. Clara Ave., Peoria, Ill. 61614, sells size 616 steam negs. of CN, CP, short lines; rr. bks., Railroad Magazine, Trains. (SSE).

JON NELSON, 9911 W. Broadview Dr., Miami Beach, Fla. 33154, buys, trades for anything FEC or Fla. Buys, sells, trades all tkts., RPO cancellations.

KEN ONDRACEK, Box 548, Elkhorn, Neb. 68122, will sell 2/62 Off. Guide, gage glass holder, and 4/26/59, 12/7/69 UP tts.

JIM PALLAS, 45-35 163rd St., Flushing, N.Y. 11358, buys, trades slides of EL, PC, D&H, N&W, SCL, SP.

GARY PARDUE, 120 Wesley St., Bluefield, Va. 24605, will buy oil font, burner for Adlake 400 and Armspear brakesman's lanterns.

JOHN PARKER, 1439 Alpine Dr., Aiken, S.C. 29801, sells pix; major rr. list 35c; short line and industrial list 25c; traction list 20c.

LARRY PATTON, 911 Dickerson Lane, Blacksburg, Va. 24060, sells steam and diesel photos.

MAYER PEARLMAN, 141-11 78th Rd., Flushing, N.Y. 11367, buys, trades slides, pix of CNJ frts. with EL motive power.

SCOTT PIRIE, 823 Armstrong Ave., Eugene, Ore. 97402, buys Ore. rr. items; sells or trades brass heart-shaped sw. locks marked CB&N.

LOU POLINIAK, 1017 N. Washington St., Shamokin, Pa. 17872, buys pix of coal-breakers along CNJ, O&W, LV, RDG.

JIM PROKES, 7850 S. Kenneth St., Chicago, Ill. 60652, buys, sells tkt. dater dies, rr. police badges. (SSE).

JOE QUINN, Box 1044, Tillson, N.Y. 12486, sells size 616 to murals pix of diesels; list 25c.

DAVE HEAD, Box 3262, Augusta, Ga. 30904, buys short line steam negs. W.Y. Brown, please write.

WAYNE REEDY, 1228 Congress St., Middletown, Ind. 47356, trades sw. keys and china, silver, menus from diners; sells emp. tts. (SSE).

JIM REID, 4584 Brentlawn Dr., North Burnaby B.C., Canada, trades U.S. rr. postcards for Canadian. Will buy Railroad Magazine with CP roster.

FRANK T. REILLY, 306 Front St., Dunellen, N.J. 08812, trades slides of fantrips, tourist, park lines, display locos. Sells railroadiana; buys lanterns.

WAYNE RHEINFELD, 1011 Neilson St., Far Rockaway, N.Y. 11691, buys lanterns, globes, bells, hdlts., whistles, locks, keys.

MERLE RICE, Rte. 2, Huntington, Ind. 46750, will buy 12/56 Railroad Magazine, Lincolnland Traction, info. on Whitewater and CI&W rrs.

DICK ROEDEMA, 58 N. 14th St., Hawthorne, N.J. 07506, will sell over 100 orig. psgr. tr. ads. (SSE).

BOB ROHAL, 229 Whittier Dr., Kent, Ohio 44240, trades FT bldrs. plate for FM, BLH, round Baldwin, cast keystone, elec. bldrs. plates.

RAY RUFFELL, 2 Victoria Villas, Little Sandhurst, near Camberley, Surrey, England, will buy back issues Railroad Magazine; 1-10/44 Trains. Trades, sells British railroadiana.

R.J. RUNKLE, 144 E. Cottage St., Millersville, Pa. 17551, will buy Pennypacker's "Rdg. steam Pictorial."

DICK SACHS, 330 Taft Rd., River Edge, N.J. 07661, will buy "Modern Travel by Pullman."

FRANK SCHEER, 18 E. Rosemont Ave., Alexandria, Va. 22301, buys, trades tkt. validating dies, VGN emp. tts.

WAYNE SCHENK, Box 195, West Seneca, N.Y. 14224, sells RPO cancellations, railroadiana. List 10c.

NEIL SHANKWEILER, Box 2594, Denver, Colo. 80218, sells negs., slides of U.S., Canadian diesels. (SSE).

AL SHARP, 100 Shennecossett Pkwy., Groton, Conn. 06340, sells CRI&P, D&RGW, NP, GN, MEC tourist guides; CN, NH, PRR, B&M, NYC tts; ea. list 50c.

TOM SISCO, 3310 N. Park Rd., Spokane, Wash. 99206, buys or trades rr. match covers.

BEN SMITH, Box 34, Brooklyn, N.Y. 11213, buys Car, Loco. cyclopedias; pix, rr. bks., calendars; Trains; Baldwin Loco. mags.

BOB SMITH, Box 1624, Stow, Ohio 44224, sells rr. lanterns, hardware. List for 35c.

RON SPARK, 812 S. 9th St., Philadelphia, Pa. 19147, will sell Pullman rolltop oak tkt.-dispensor from Wyo., excellent cond.

JIM STEVENS, 209 Market St., Ripley, Miss. 38663, will sell lot of Railroad Magazine, Trains '47-'70, good cond.

JOHN SWEETLAND, 1645 Pine St., Boulder, Colo. 80302, will buy "Denver, South Park & Pacific." Buys, bldrs. plates, sw. locks, keys.

MIKE TEDESCO, 4765 W. Boncrest Dr., Williamsville, N.Y. 14221, sells 35mm slides of PC, N&W, EL, LV, D&H, B&LE, C&O, B&O. (SSE).

JOHN TRULSON, Box 49, Mill Valley, Calif. 94941, sells NWP emp. tts. 1914-'42. (SSE).

DAVE TURKON, 2194 Niagara Falls Blvd., Tonawanda, N.Y. 14150, buys, trades railroadiana. (SSE).

BOB TURNER, 2725 Melfa St., Vancouver 8, B.C., Canada, will buy "Mainline Mexico," "Steam with Variation," "Rails to High Country," back issues Pacific News, Trains.

JACK ULLERY, 2316 Lincoln Way W., Mishawaka, Ind. 46544, buys 8x10 pix Mich. Central steam.

DICK VARTABEDIAN, 16575 Whitcomb St., Detroit, Mich. 48235, sells 35mm slides taken in Duluth, Twin Cities, Texas, Wash. state areas.

JOHN WEIGHTMAN, Box 696, Sacramento, Calif. 95803, will sell 1945 SP timetable.

HENRY WILKENS, 69 Whitney Ridge Terr., Hamden, Conn. 06518, buys, trades rr. postcards.

BOB YANOSEY, 40 Hendel Ave., North Arlington N.J. 07032, buys neg. collections. Sells EL, PC diesel negs. on approval. (SSE). State interests.

E. ZEHNDER, 325 Lardner St., Philadelphia, Pa. 19111, buys PRR, RDG bks., slides, negs. Trades, sells PRR, RDG steam slides.

FREEMAN HUBBARD, c/o Railroad Magazine, 205 E. 42nd St., New York, N.Y. 10017, will sell 1 copy ea. of hard-cover books: "History, Brotherhood of Maintenance of Way Employes," Hertel, 308 pages, ill.; indexed, (1955), $2; "Jane's Freight Containers: 1970-'71, 750 pages, 8½x12½", illust., maps, photos, indexed, weighs 7 lbs., $9; "The Lunatic Express," Miller, 559 large pages, illust., indexed, (1971), $5; "Life on a Locomotive" Williams, 219 pages, illust., (1971), $3; "Britain's Rys. at War," Nock, 224 pages, illust., (1971), $2.50; all excel. cond., postpaid.

Model Trading Post

BOB ADAMS, Rte. 1, Box 85, Chesterfield, Ill. 62630, will buy Hertz's "Messrs. Ives of Bridgeport" and "Riding TinPlate Rails."

MACK ARNOLD, 3237 Blackstone Ave., St. Louis Park, Minn. 55416, trades his mdl. rr. pass for others.

O. BARNES, Box 89, North Jackson, Ohio 44451, will sell PFM Fujiyama 5-car HO set of psgr. cars. (SSE).

DAVE BREEDING, 423 Melrose, Richardson, Texas 75080, will buy PFM Coal-to-oil convertible tender (SP-E23) or trade PFM short Vanderbilt tender (SP-M4) for it.

ERNIE EBERLE, 108 Park Ave., Rockledge, Pa. 19111, sells, trades new brass HO locos. (SSE).

BILL FOLSOM, 5725 Pinebrook Rd., Atlanta, Ga. 30328, will sell HO model. (SSE).

FRANCIS LAMOTTE, 145 Main St., West Lebanon, N.H. 03784, will sell AF toy trs., accessories from 1950. (SSE).

AL MILLER, 3212 34th Ave. S., Minneapolis, Minn. 55406, buys std. and wide gage McCoy items.

J.E. MURPHY, 733 Beaverbrook Rd., Baltimore, Md. 21212, will trade Tyco 4-6-2, poor cond., Aristo die-cast 0-4-0C, and Varney diesel piwer trucks for Tyco 4-6-0.

JOHN NERNOFF, Jr., 9 Roslyn Dr., Glen Head, N.Y., customized model rr. or trolley lettering.

T.J. PELLITIER, Box 69, Palouse Wash. 99161, buys Lionel cars built 1925-'30 in series of psgr. cars 803-804, frt. cars 811-817.

DICK RYBOLT, 6417 Rounds Rd., Newfane N.Y. 14108, buys old toy trains.

JIM SIMPSON, 247 W. Plumstead Ave., Lansdowne, Pa. 19050, buys, sells, trades, repairs Lionel items. (SSE).

TOM SWENSON, Box 1851, Milwaukee, Wis. 53201, sells NCNG 2-8-0, log cars, etc. (SSE). ●

Coming Events

July 8, 22; Aug. 5, 19: round trip, McCloud River RR, McCloud to Mt. Shasta City, Calif., Sept. 3: all-day steam round trip, McCloud to Burney. Write Northern Calif. RR Club, Box 668, San Mateo, Calif. 94401.

July 9: PCC trolley trip Shaker Heights line; lv. Cleveland Union Terminal 11:30 a.m., return 5 p.m., $4.50 adults, kids half fare. Contact Ernest Kovacs, 416 Second Ave., Bethlehem, Pa. 18018.

Aug. 4-20: Alaska-Yukon adventure. Jim Weinberger, tour director, R&LHS, Box 3552, San Francisco, Calif. 94119.

Aug. 5: Union Pacific 8444 on special train Denver to Laramie, round trip, lv. Denver 7 a.m., return 6 p.m., food available aboard train. Write Intermountain Chapt., NRHS, Box 5181, Denver, Colo. 80217.

Aug. 11, 12, 13: convention of National Assn. of Timetable Collectors, Holiday Inn, Waterbury, Conn. Contact Louis Goodwin, Lock Box 3, Northfield, Conn. 06778.

Aug. 12-14: railfan weekend. O&W scenic steam train from Summitville, N.Y. Exhibits of O&W memorabilia, pre-1915 cars. Write Edgewood Inn, Livingston Manor, N.Y. 12758.

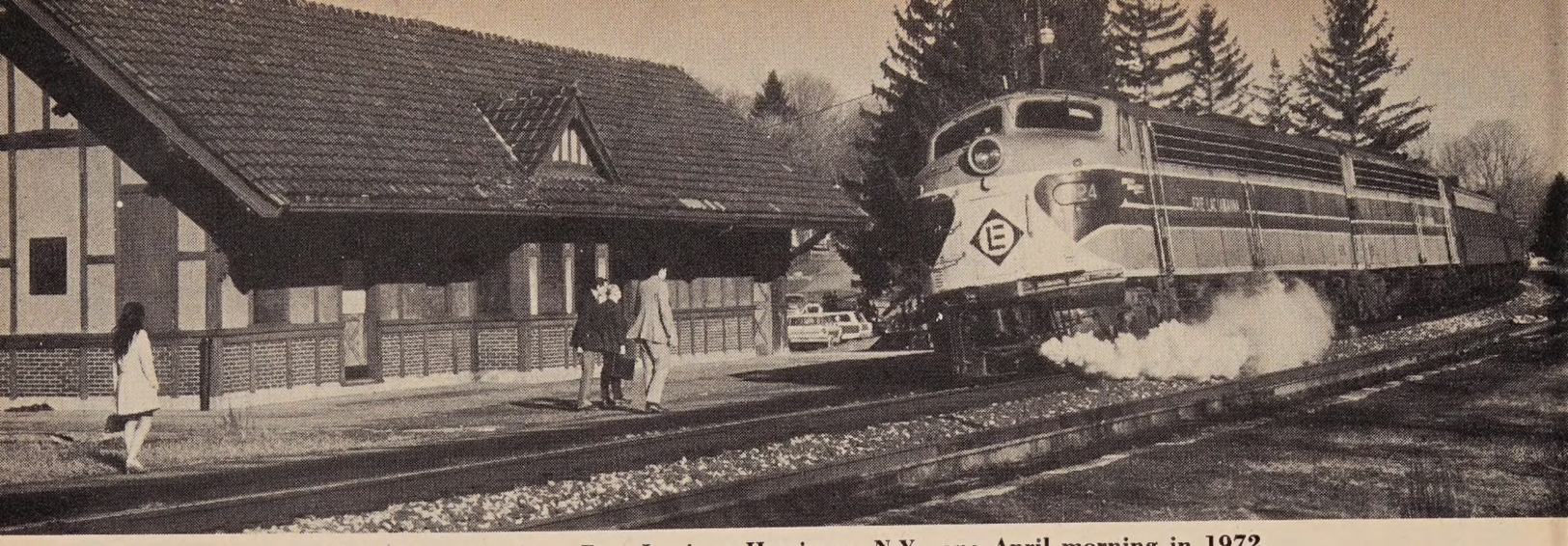
Aug. 19-Sept 4: Canadian Rail Odyssey: lv, N.Y. for Montreal, Lake Louise, Vancouver, PGE, Jasper, Hudson Bay, etc. Write Leroy Beaujon, RRE. NY Div., 16 Hickory Ave., Apt. E9, Bergenfield, N.J. 07621.

Aug. 19: 90th birthday party, Clinchfield ten-wheeler No. 1.; lv. Erwin, Tenn., 8:30 a.m., return 5:30 p.m., steam round trip. Contact East Tenn. Chapt., NRHS, 1412 Meadowbrook Dr., Johnson City, Tenn. 37601.

Aug. 30-Sept. 4: NRHS Convention, N.Y. City. Variety of rail trips, banquet. Write Herbert Frank, Jr., 655 E. 14th St., Apt. 5A, New York, N.Y. 10009.

Sept. 1: rail ramble in England, Scotland, Wales. Contact Mrs. Wallace, Madison Travel Bureau, 28 Waverly Pl., Madison, N.J. 07940.

Sept. 7: International Rail Safaris to Europe; much steam riding. Treasure Tours Inter., Inc., 1010 St. Catherine West, Montreal 101, Canada.



Suburban train from Port Jervis at Harriman, N.Y., one April morning in 1972.
John Taibi, 1465 Manatuck Blvd., Bay Shore, N.Y. 11706

Oct. 1: Annual excursion on Grand Trunk, Portland, Me., to Island Pond, Vt., write The 470 Club, Box 641, Portland, Me. 04104.

Oct. 14: fall foliage trip from Boston to New London, Conn., via B&M and CV with stainless steel Budd cars. Contact Joseph Lajoie, RRE, P.O. Box 136RS, Ward Hill, Mass. 01830. ●

Pen Pals Wanted

Mike Raymond, 545 Greenfield Court, Upland, Calif., 91786, wants to contact railfans in Hawaii.

Barbara Buchek (16), 9036 Consul Ave., St. Louis, Mo. 30301.

Dennis Christopoulos, General Delivery, P.O., Winnipeg, Man., Canada, desires female pen pals.

Paul Jarmusz (16), 1680 Borden St., San Mateo, Calif. 94403, interested in Southern Pacific railfans.

David Cohen (27), 35 E. 40th Ave., Vancouver 15, B.C., Canada, wants pen pals in eastern U.S.

Ana Espera (27), St. Peter's College, San Pedro Street, Ormoc City, Philippines.

Mrs. Lottie Pelletier, Pullman Convalescent Center, 2102 Dean St., Pullman, Wash. 99163, invalid, needs cheer-up letters and cards.

Denise Ferrari (20), 277 Emerson Ave., Bronz, N.Y. 10465, wants to hear from male or female railfans in her area.

(Mr.) F. L. Castilla, former railway clerk, 40 Village Nursing Home, 607 Hudson St., New York, N.Y., lonely and in poor health, wants a letter fom someone.

Angelito Rebojo (24), 59-D Hipodromos, Cebu City, Philippines.

Sandra Alsobrook (17), 428 Third Ave., Thomaston Ga. 31286.

A. J. Silberhorn Rte. 4 Box 526 Rocky Mount N.C. 27801 seeks his brother Harold E. age 67; last seen in Cleveland in 1942; married to former Ruby Harholdt, has daughter Sandra.

Estrella Rebojo (19), Albuera, Leyte, Philippines.

Stanley Teger (33), 7716 21st Ave., Brooklyn, N.Y., a deaf mute, will correspond with other deaf mutes about trains, trolleys, photography. ●

April Abandonments

Penn Central—9.15 miles, Jackson industrial track Mercer County, Pa.; 5 miles, Elk Run branch, Punxsutawney to Anita, Pa.; 2.2 miles, South Spencer to Spencer, Mass.; 1.1 miles, Manor to Harrison City, Pa.; 19.1 miles, Waynesboro Secondary track, Chambersburg to Waynesboro, Pa.; 1.4 miles, Brookville Track branch, Brookville, Pa.; 7.26 miles, Parchment to Plainwell, Mich.; 3.7 miles, Gardenville branch, Gardenville Jct., N.Y.; 1.7 miles, Calumet to Mammoth, Pa.

Philadelphia, Baltimore & Washington (Penn Central)—6.7 miles, Chester, W. Va., to Shippingport, Pa.; 14.1 miles, two segments of Vandale secondary track, Churubusco to Auburn Jct., Ind.

Cleveland & Pittsburgh (Penn Central)—0.63 miles, Liverpool to East Liverpool, Ohio.

Illinois Central—17.91 miles, Fayette to Foster, Miss.

Southern Pacific—2.49 miles, West Hollywood to Hollywood, Calif.; 3.06 miles, Brea Chem to Yorba Linda, Calif.

Burlington Northern—3.13 miles, Maple Valley to Lake Wilderness, Wash.; 16.15 miles, Hayti to Watertown, S.D.; 2.60 miles, Union Pacific Jct., UP station to West Fairfield, Wash.; 5.05 miles, Seabury to Oakesdale, Wash.; 3.79 miles, Crabtree to Garfield, Wash.; 5.54 miles, Garfield to Grinnell, Wash.; 4.30 miles, Viola, Wash., to Estes, Idaho; 6.76 miles, Henderson to Carson, Iowa; 1.39 miles, Havermale Island, Spokane, Wash.

Chicago & North Western—69.28 miles, Byron to Galena Jct., Ill. (trackage rights on BN); 0.93 miles, Jo Davies County, Ill. (trackage rights on IC); 13.09 miles, Portage, Ill., to Dubuque, Iowa.

Santa Fe—20.51 miles, Little River to Lorraine, Kan. (trackage rights, St. Louis-San Francisco, Lyons to Lorraine, Kan.).

Baltimore & Ohio—4.09 miles, Brookdale branch, Rock Island Jct. to Brookdale, within Chicago, Ill.

Chesapeake & Ohio—8.02 miles Horse Creek Jct. to Garner, W. Va.; 14 miles, Hamilton to Allegan, Mich.

Pennsylvania-Reading Seashore Lines—4.02 miles, Glendora to Grenloch, N.J.

Carolina & Northwestern—22.8 miles, Chester to York, S.C.

Milwaukee—1.955 miles, Northern Pacific crossing to Monroe St., Spokane, Wash.; 60.445 miles, Monroe St., Spokane to Marengo, Wash., over Oregon-Washington Ry. & Navigation; 10.18 miles, Junction Switch to Worthington, Iowa, including sidetracks at Worthington and Sand Springs station.

Norfolk Southern—14.2 miles, Bridgeton to Bayboro, N.C.

Union Pacific—14.5 miles, Fish Lake to Napo St., Spokane, Wash. (trackage rights over BN, Fish Lake to Spokane).

Total miles of abandonments authorized by ICC for April '72—386.090.

April Proposed Abandonments

Chicago, Kalamazoo & Saginaw (Penn Central)—Parchment to Richland Jct., Mich.; Richland to Doster, Mich.

Michigan Central (Penn Central)—Caro to Bach, Mich.

Penn Central—Southbridge branch, West Dudley to Southbridge, Mass.

Milwaukee—Grass Range to Winnett, Mont., Beulah to Elkader, Iowa.

C&NW—Wakefield to Crofton, Neb., Emerson to Thurston, Neb.

B&O—portion of Midvale branch, Monroe to Midvale, W. Va., Fairmont branch, Board Tree to Moundsville, W. Va.

Buffalo, Rochester & Pittsburgh and B&O—portion of Adrian branch, Jefferson County, Pa.

Seaboard Coast Line—Garland to Hanover, N.C.

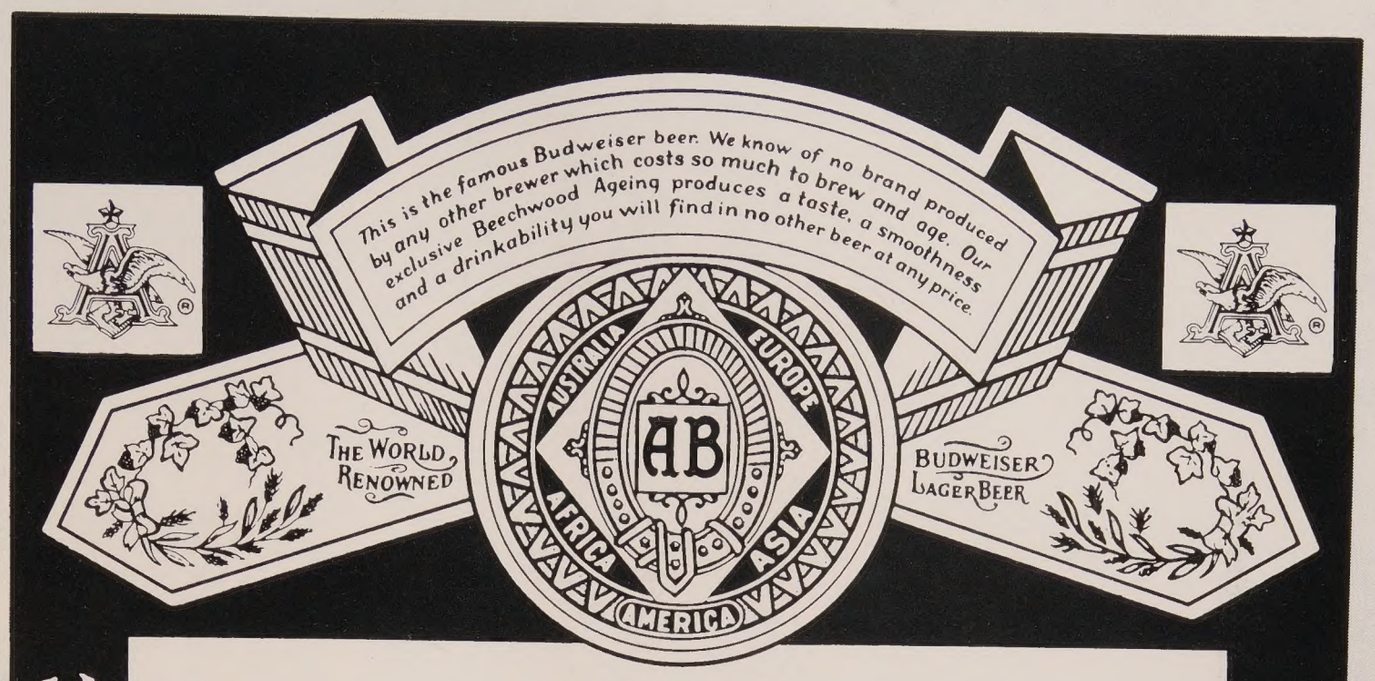
Chesapeake & Ohio—Edmore to Lakeview, Mich. ●

Historical Publications

The California State Railroad Museum, soft cover, 197 pages, 8½x11", photos, maps, sketches, Sacramento Trust for Historic Preservation, 1009 7th St., Sacramento, Calif. 95814. This is the Trust's recently completed recommendations for the planning and development of the California State Railroad Museum in Sacramento. It's excellent and should mean full speed ahead for Fred Stindt, Brian Thompson, Denny Anspach, and the rest of the Pacific Coast Chapter of R&LHS who have worked so hard to make this museum possible. About time this tremendous collection of California railroadiana is recognized.

Bulletin 37, No. 1, National Railway Historical Society, edited by William C. Wagner, soft cover, 56 pages, 6x9", photos, rosters, book reviews, chapter notes, members $4, associates $4.50. This NRHS *Bulletin* has some good short-line features, a steam loco cab ride pulling *The Empire State*, and other readable articles, all well balanced by the capable Bill Wagner.

The Chesapeake & Ohio Historical Newsletter (Apr. '72), edited by Thomas W. Dixon, soft cover, 22 pages, 8½x11", photos, rosters, Thomas W. Dixon, P.O. Box 417, Alderson, W. Va. 24910, monthly by first-class mail, $6.50; third class, $4.25. These railroad historical clubs with their newsletters have gained momentum in recent years. Let's have more of them. Mr. Dixon brings back much of the great old C&O flavor, but showing a diesel cover photo taken in late 1971 detracts from what aims to be a nostalgically historical journal. ●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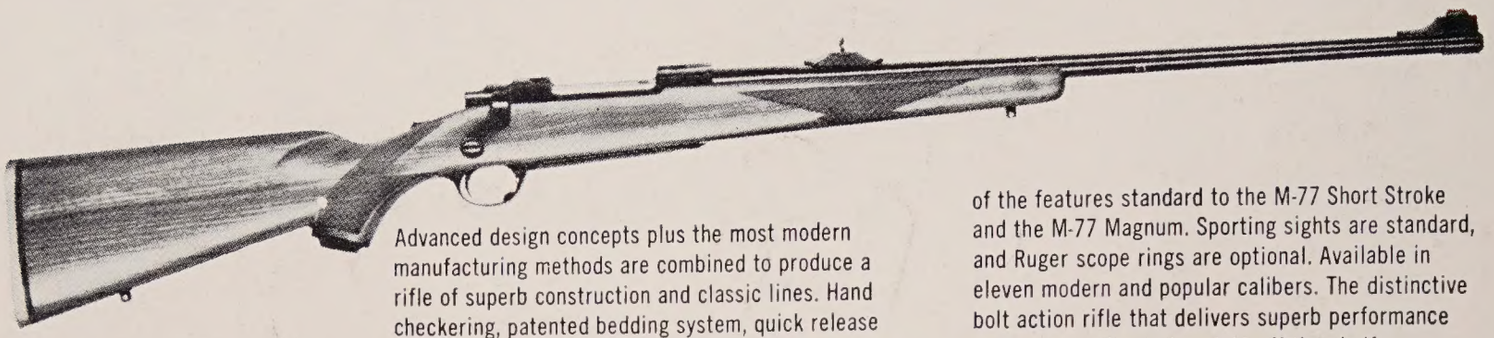

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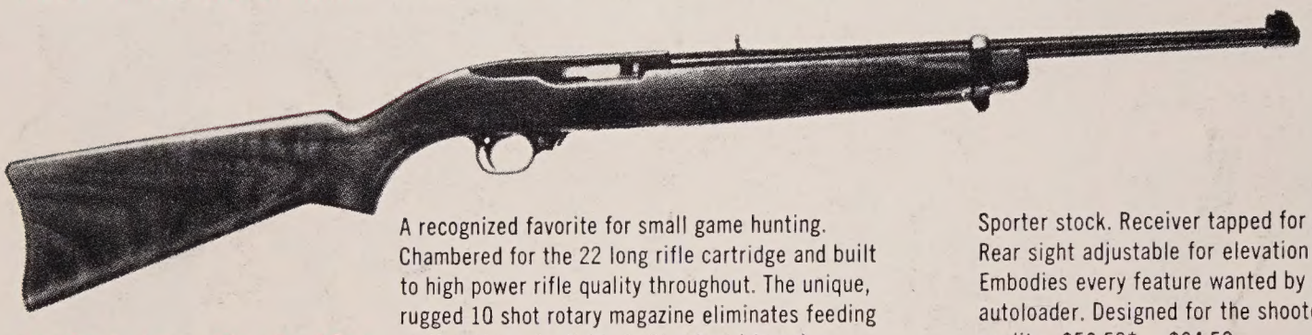
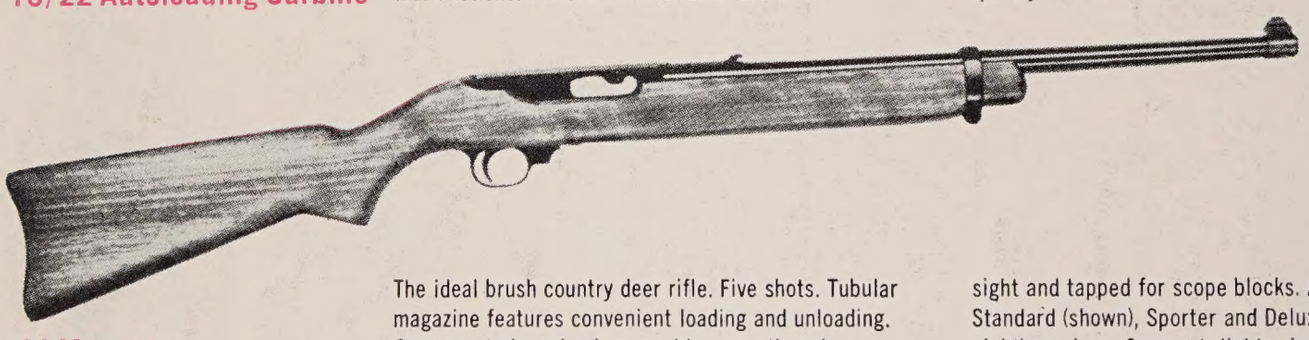


10/22 Autoloading Carbine

A recognized favorite for small game hunting. Chambered for the 22 long rifle cartridge and built to high power rifle quality throughout. The unique, rugged 10 shot rotary magazine eliminates feeding malfunctions. Available in Standard (shown) or Sporter stock. Receiver tapped for scope blocks. Rear sight adjustable for elevation and windage. Embodies every feature wanted by sportsmen in a 22 autoloader. Designed for the shooter who recognizes quality. $56.50*—$64.50.



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*Prices shown are for different versions of the basic model. Asterisk denotes price of the model that is illustrated. All prices are suggested retail list.

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